

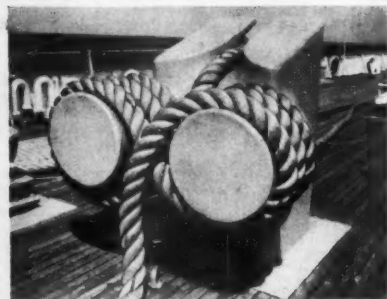
ATLANTIC FISHERMAN

OCTOBER
1949

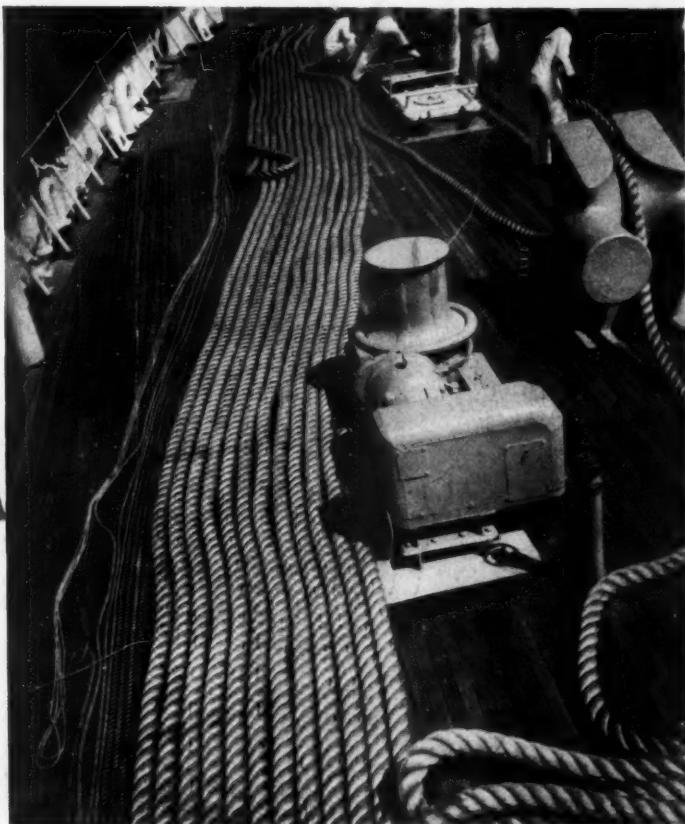
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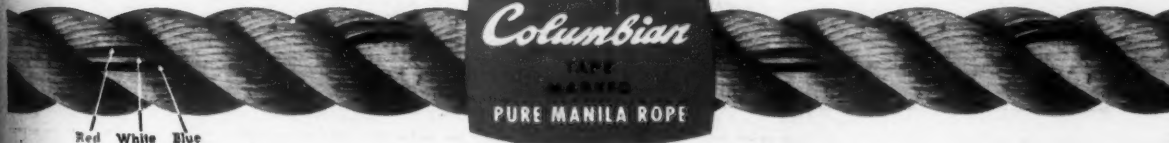
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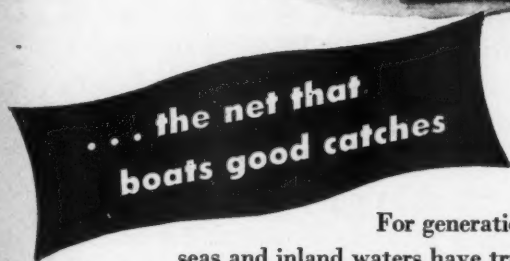
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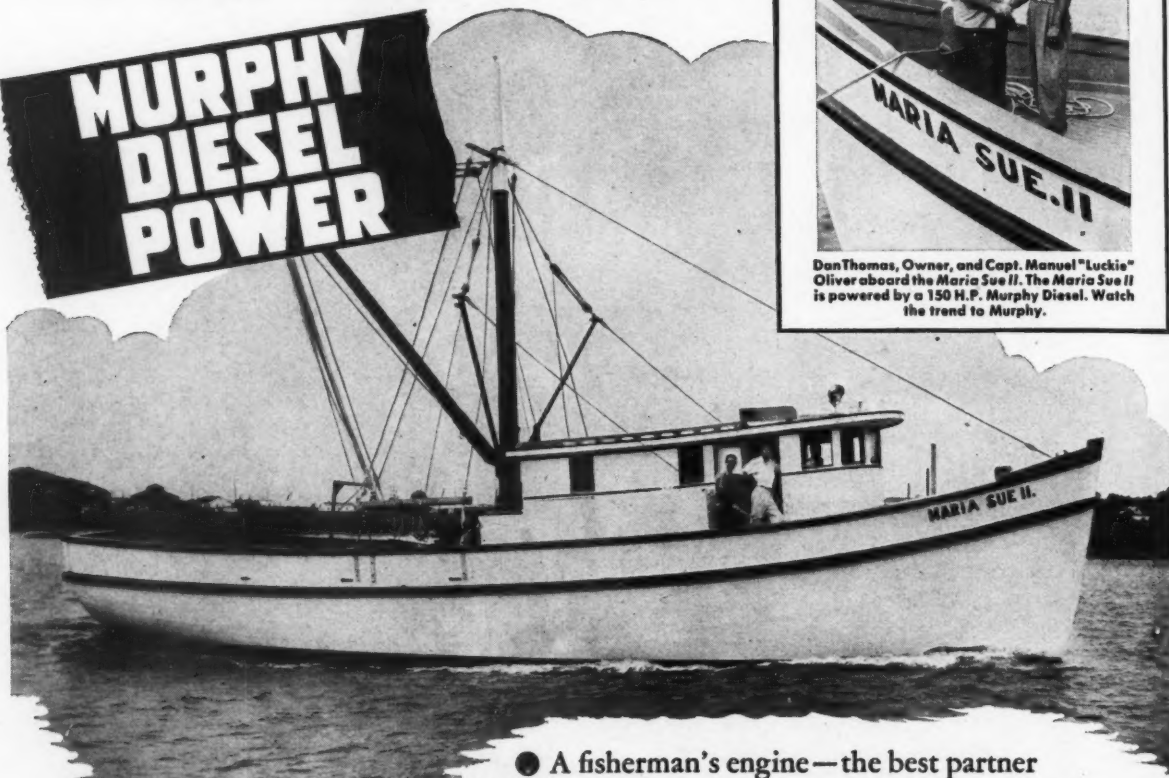


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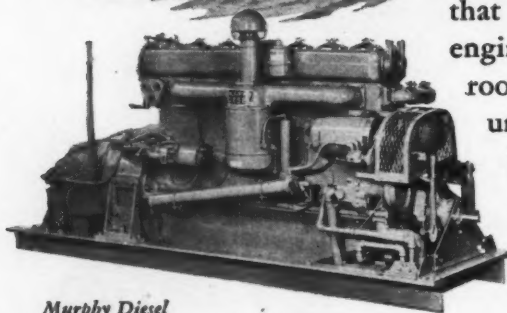
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Adequate Biological Research Will Aid Conservation

The observance of the 100th anniversary of the U. S. Department of Interior last month marked a significant milestone in the history of conservation. The open house held by the Fisheries Research Laboratory of the Fish & Wildlife Service at Woods Hole, Mass., in commemoration of this occasion placed special emphasis on the role played by biological research in fishery conservation and development.

Woods Hole has long been one of the major localities for fishery research in the United States. It was the first Summer headquarters of the U. S. Fish Commission in 1871. The two main buildings were commenced on the present location in 1881. Since this date the laboratory and hatchery have been of great importance to the development of Woods Hole as a scientific community. For many years it served as Summer headquarters of the U. S. Fish Commission and the U. S. Bureau of Fisheries, both predecessors of the Fish & Wildlife Service. Many distinguished scientists, both in fishery and other biological research, were members of the laboratory during these years.

Many of the early experiments in hatching and rearing marine fish were started here. These activities were continued until the recent war. Lobsters, flounders, and cod were the principal types hatched. Many of the important vessels of the fishery investigations of the United States have been based here.

Since the war, the operations of the hatchery have been discontinued and the station has been used exclusively for biological research. The laboratory is permanent headquarters for the North Atlantic Fishery Investigations under the direction of Dr. William F. Royce, the Clam Investigations under John B. Glud, and as Summer quarters for shellfish investigations of Dr. Paul S. Galtsoff. It is also the base for the research vessel *Albatross III*.

An example of the importance of research was brought out at the Herring Meeting called by the Food and Agriculture Organization of the United Nations. Held recently at The Hague, Netherlands, the meeting was concerned with all aspects of the herring industry, and among topics discussed was that relating to biological research on which the following report was made:

"The International Council for the Exploration of the Sea is endeavoring to provide some of the answers through coordinated biological research. There is need for continued close cooperation, however, between countries and organizations concerned with these matters. Biological research on herring has been intensified in a number of countries, but there is as yet not always sufficient evidence upon which to determine whether or not the herring is being overexploited.

"In the view of a number of herring producing countries, and of individual authorities in this field, there is no evidence to indicate that there is over-fishing in herring. Additional information on this subject is needed, however, and countries are anxious to obtain expert opinion as quickly as possible. Better knowledge of the herring stock, and of fluctuations in its magnitude and occurrence, would greatly assist the industry in its economic planning."

In presenting its views to the Canadian Government at a meeting in Ottawa last month, the Fisheries Council of Canada recommended that:

(1) The Government should intensify biological and technological research to be carried out in cooperation with industry's research programs, and establish closer contact between the Research Board and the industry through local advisory committees or other acceptable means.

(2) The Government should assist in a better and more economical utilization of raw materials that are not presently providing the maximum market results due to the absence of market or forms of processing.

More intensive and more scientific fishing makes necessary an increased amount of biological research. Proper management of fishery resources will assure continued productivity, but any plan regulating their utilization must be based on a thorough knowledge of all factors involved. This information can be obtained only through a consistent, well-rounded program of fisheries biological research, such as conducted at Woods Hole.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXX

OCTOBER 1949

NO. 9

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bearings and the rest of the engine showed no signs of wear.

Crab fishing out of Newport, Oregon, the 70-foot Cummins-Powered *Shirley Lee* uses 10 gallons of fuel per hour . . . has a cruising speed of 9 knots . . . top speed of 10½ knots.

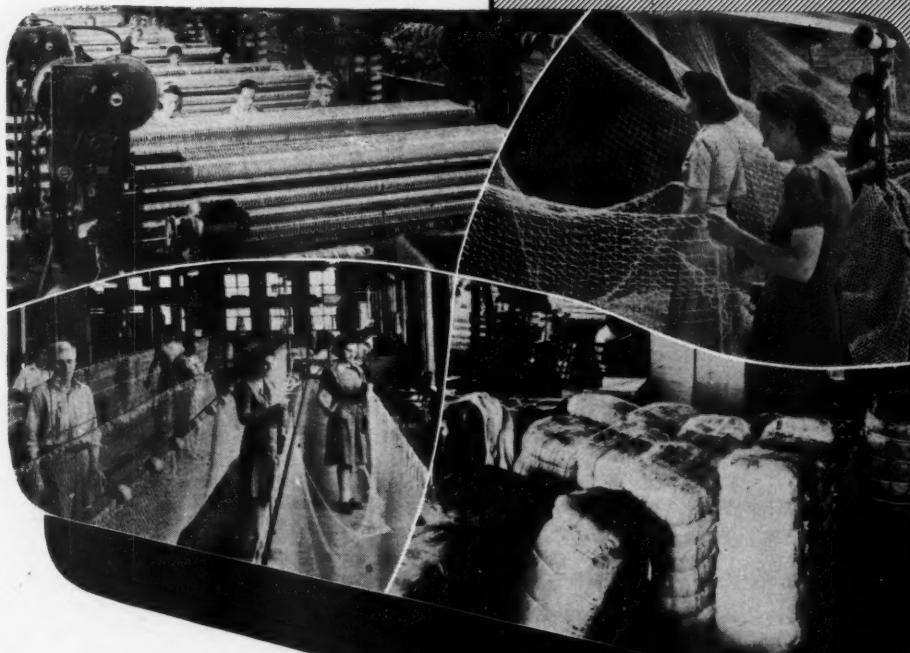
Captain McMillan has been operating boats for 20 years, and has had experience with several different makes of engines. His preference for Cummins Marine Diesels is typical of boat owners' first choice in power in fishing waters all over the world.

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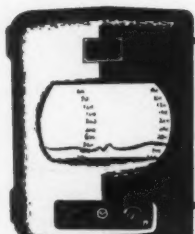
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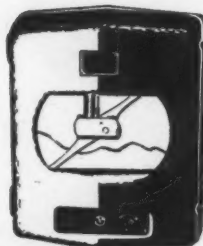
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Range: 0-200 feet and 0-200 fathoms. Designed for inshore commercial fishing. Completely self-contained unit. Transducer is supplied with sea chest for in-board mounting in steel or wooden hulls. Available in all marine voltages.



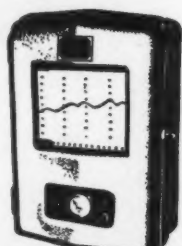
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FISHERIES TRANSFER TO DEPARTMENT OF COMMERCE—After hearing the report of a special committee which was appointed to study the recommendations of the Hoover Commission regarding reorganization of the Executive Branch of the Government, the National Fisheries Institute's Board of Directors, who met Sept. 28-29 at Washington, D. C., unanimously agreed upon the following: that fishery functions should be administered separately from wildlife functions; and that all fishery activities of the Department of the Interior should be transferred to a Bureau of Fisheries in the Department of Commerce.

It was pointed out that no attempt has been made to separate the administration of food and game fishes since the Federal Government began its fisheries work in 1871; that there is no need to consider such a separation, particularly since the Federal Government has no authority to regulate fisheries except in the Territory of Alaska; that there has been little or no conflict between the commercial and sport fishing interests throughout the history of Federal administration of fisheries; that many species of fish are utilized by both commercial and sport fishermen; that a commercial fish of today may become a sport fish tomorrow; and that the creation of two fishery organizations within the Federal Government, one to sponsor the interests of commercial fisheries and one to sponsor the interests of the sport fisheries, would inevitably lead to friction between the two groups with each group having a Federal agency to champion its cause.

After hearing recommendations from Thomas Fulham, president of the Federated Fishing Boats of New England and New York, the Finance Committee recommended and the Directors agreed to establish a membership fee for boat owners at the rate of 20c per foot, overall length, with a minimum fee of \$10 per boat.

TREATIES RATIFIED—President Truman signed the instrument of ratification for the United States-Mexico Tuna Convention on August 30. He signed the instruments of ratification for the Northwest Atlantic Fishery Convention and for the United States-Costa Rica Tuna Convention on September 1.

These conventions will not enter into force until ratifications of the other Governments have been completed.

LEGISLATION—H. R. 1211, providing for an extension of reciprocal trade agreements, was signed by the President on September 26. Although an attempt was made by Senator Millikin of Colorado to have included in the bill the "Peril Point" provision which was inserted in the Reciprocal Trade Agreements Act passed by the 80th Congress, it was unsuccessful. Under this provision, the Tariff Commission was required to inform Congress when the President made tariff cuts that were perilous to various domestic industries.

The National Military Appropriation Bill for the current year, which was passed recently by the Senate, includes an amendment which prohibits the procurement of any article of food not grown or produced in the United States or its possessions. Conference on the Armed Forces appropriations bill are reported to have agreed to require the Army to purchase meats and fish in the United States, when supplies are adequate and can be bought at the going market. This would end the purchasing of fish in Japan.

FAO HERRING MEETING—The herring meeting held recently at The Hague by the Food and Agriculture Organization of the United Nations was the first meeting sponsored by FAO on this commodity.

Although the techniques of catching herring and the many processes used in their preparation for sale to the consumer were extensively examined by the meeting, a good deal of emphasis was placed on the economic problems of the industry. The loss of historical markets, the decline in consumption of herring in certain forms, particularly salted herring, and the disruption of International trade were among the topics explored.

The trade aspect is a most important one, as a number of the most important herring producers are small countries with a

small population incapable of absorbing the available herring. Consequently, they must rely heavily on export markets in order to maintain the industry.

The challenge to the producing industry is one of improving the technical processes to turn out a product that will find favor not only with people accustomed to eating herring, but will also attract the consumer less familiar with herring products. Being an inexpensive food, the herring does not lend itself to processes or to packaging and types of transport that would add much to the price.

It was recommended that market research should be carried on through the FAO secretariat in regions where herring now forms a part of the diet. Sizable increases might well be possible if consumer demand were more carefully studied and greater publicity given to the nutritional value of herring products.

CRAB MEAT, CLAM PACKS—The 1948 pack of canned crab meat amounted to 220,802 standard cases, valued at \$4,846,494 to the canner. This was an increase of 58% in volume and 79% in value compared with the previous year. The 1948 pack was the largest in history, exceeding the previous record, established in 1946, by nearly 22,000 cases. The increase in production occurred on the Pacific Coast, where the pack totalled 187,420 cases, a gain of over 81,000 cases compared with the previous year.

Three species of crabs were canned in 1948, including Pacific Coast Dungeness crabs (169,798 cases), Atlantic Coast blue crabs (33,382 cases) and Alaska king crabs (17,622 cases). Crabs were canned in 6 plants in Louisiana, 21 in Washington, 9 in Oregon, 10 in Alaska and 1 plant each in Maryland, North Carolina, South Carolina, Georgia, Alabama, Mississippi, and California.

The 1948 pack of canned clams and clam products amounted to 1,179,774 cases, valued at \$8,329,639 to the canner. This was a decline of 6% in the number of cases packed and 4% in value compared with the previous year. The pack of whole and minced clams amounted to 173,194 standard cases (2,597,910 lbs., drained weight, of clam meats), valued at \$2,029,484, while the production of clam chowder, juice, broth, and nectar totalled 1,006,580 standard cases (30,197,400 lbs. net weight), valued at \$6,300,155.

Soft clams were canned by 12 plants in Maine, which packed a total of 107,177 standard cases of whole and minced clams valued at \$1,098,863; razor clams by 15 Washington and Alaska plants; and hard clams by 6 plants in New York, 4 in Washington, and one in each of the following: Massachusetts, Rhode Island, New Jersey, Pennsylvania, Maryland and Alaska.

ELECTRIFIED TUNA LINES—A Danish cutter fisherman has begun to use electricity in the catching of bluefin tuna. A hook is fastened to a wire which serves both to carry the current and as a catching line. It is coupled to a dynamo. When a tuna bites, the fisherman presses a button which completes the circuit and electrifies the line until the tuna is brought on board.

SHRIMP SORTING MACHINE—A system of concentric cylinders, slightly sloped from the horizontal, has been designed for shrimp sorting aboard boats, and is claimed to offer distinct advantages over the hand method. The cylinders consist of parallel rods of certain diameter and spacing, coated with a special composition to resist corrosion by sea water and to facilitate transfer of shrimp from one cylinder to the next during the sorting. Capable of being connected with the engine or propeller shaft of the vessel, it automatically delivers the sizes into separate containers, and by means of water sprays, cleans the shrimp. Undersized shrimp may be returned to the sea while still in good condition.

ECA ALLOCATION—One-half million dollars has been allocated by ECA to Belgium to purchase United States canned fish, except for canned shellfish and a few so-called luxury items. Salmon, which was once excluded, is on the purchase list along with canned tuna and the more common varieties of canned fish.

BRITISH FACTORY SHIP—A new trawler was recently built in England which has an experimental deep-freeze plant and storage room, with filleting and loading tables close by. The outward appear-

(Continued on page 47)

ATLANTIC FISHERMAN—OCTOBER, 1949

Surrette

SPECIAL SERVICE

MARINE BATTERIES



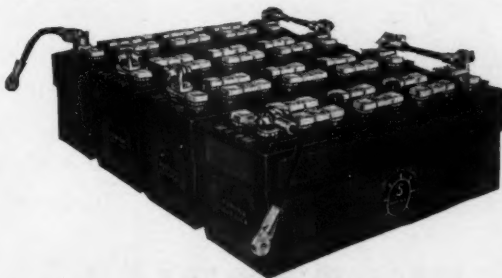
Repowered Long Island Dragger "MAJOR J. CASEY" Selects 110-Volt Surrette Batteries

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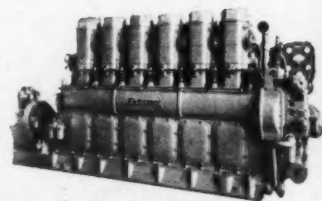
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Tuna
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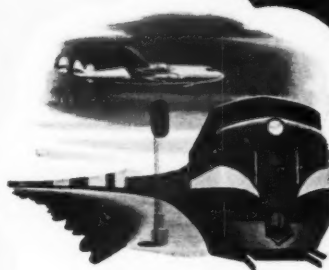
IN THE EAST—Wickwire Spencer Steel Div. of C. F. & I.
500 Fifth Ave., New York 18, N. Y.

IN THE ROCKIES—The Colorado Fuel and Iron Corp.
Continental Oil Bldg., Denver, Colo.

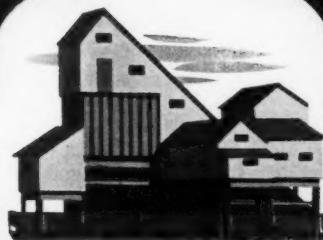
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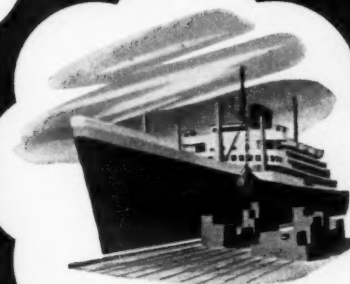
MINING



PETROLEUM



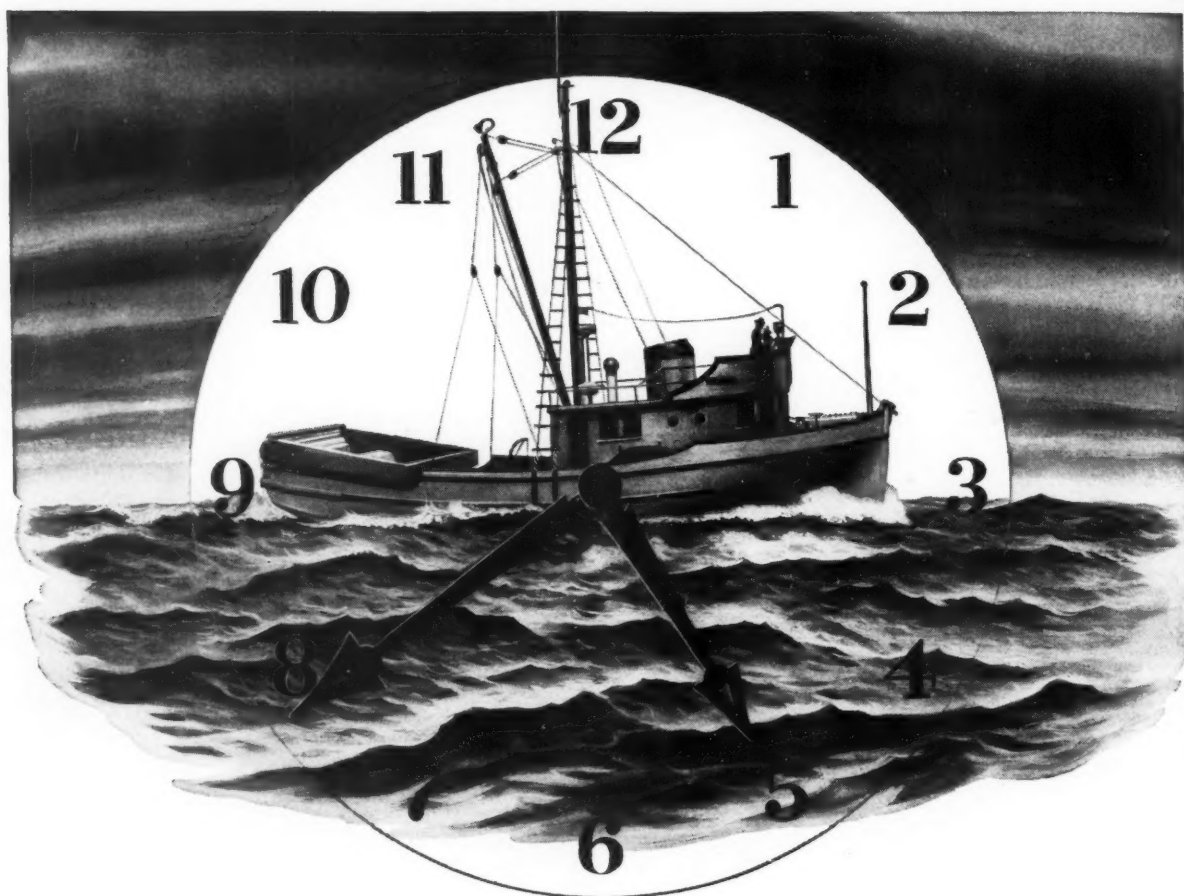
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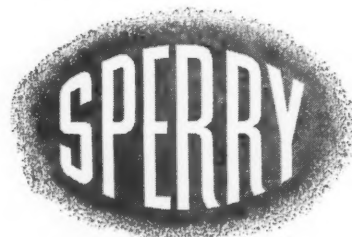
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This is how Chic Young, the cartoonist, makes a first rough sketch for the famous strip.



Then when each panel in a strip meets his approval, he makes a careful pencil rendering as above.



After this, the pencil rendering is carefully inked in, as you see here.

STEP BY STEP... that's the way it's done successfully!

AS YOU CAN SEE, Chic Young, who draws the popular "Blondie" comic strip, goes through many steps to arrive at a finished cartoon.

And, cartoonist Chic Young, together with millions of other smart Americans, will tell you that the step-by-step method is the easiest, surest way of doing anything worth while.

Particularly, saving money.

One of the easiest and surest ways to

set aside any worth while amount of money is to buy United States Savings Bonds the step-by-step method—

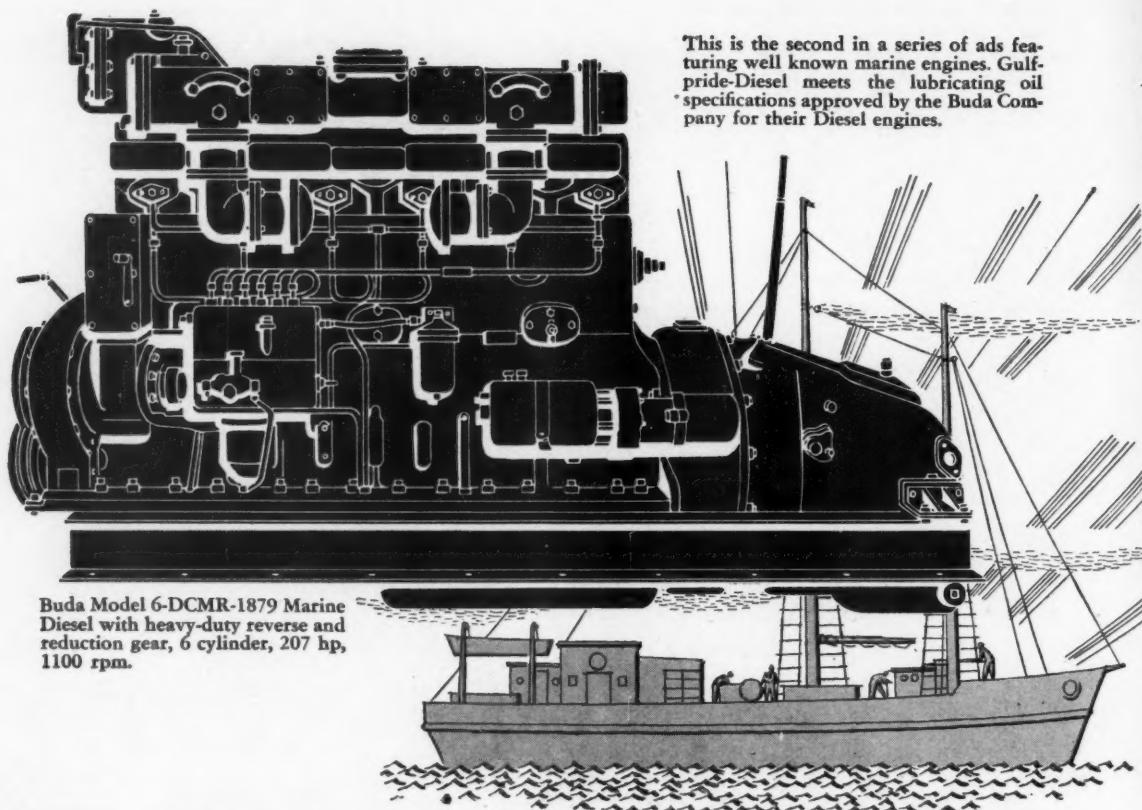
So set aside a *regular* amount week after week, month after month, year after year. Then in 10 short years you will have a mighty nice nest egg tucked away for you and your family.

Get started now. Get your Bonds through Payroll Savings or at your bank or post office.

AUTOMATIC SAVING IS SURE SAVING—U. S. SAVINGS BONDS



Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.



This is the second in a series of ads featuring well known marine engines. Gulfpride-Diesel meets the lubricating oil specifications approved by the Buda Company for their Diesel engines.

Buda Model 6-DCMR-1879 Marine Diesel with heavy-duty reverse and reduction gear, 6 cylinder, 207 hp, 1100 rpm.

The world's finest oils for fishing boat engines:

Gulfpride-Motor

for gasoline engines

Gulfpride-Diesel

for Diesel engines

Here's the important reason why these quality oils give superior protection—they are refined by Gulf's exclusive Alchlor Process.

The Alchlor Process is an extra refining step that discards as much as 15% of a conventionally refined oil. This 15% contains the hydrocarbons most apt to oxidize during engine operation to form sludge, varnish and other harmful deposits. The Alchlor Process also imparts to the oil greater ability to benefit from special inhibitors that control oxidation and prevent foaming.

Gulfpride-Motor is the recognized leader for gasoline engine lubrication. Its rich paraffin base, tough lubricating film, and great resistance to oxidation make it the finest for marine gasoline engines. This top quality oil has established hard-to-beat maintenance records.

Gulfpride-Diesel is a premium heavy-duty type oil, compounded with the proper amount of detergent-dispersant additives—holds soot particles in suspension. Gulfpride-Diesel keeps engines cleaner and smoother

running—is setting new performance records in the maintenance of all types of high-speed Diesel engines and gasoline engines in extra heavy duty service.

Use the Gulfpride oil best suited to your engine and get greater economy and dependability.

For further information on these two great oils, call in a Gulf Lubrication Engineer today.

Gulf Oil Corporation · Gulf Refining Company

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Boston · New York · Philadelphia · Pittsburgh · Atlanta
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Crawfish Important to Florida Fisheries

FROM the Florida Keys and the coral reefs to the commercial houses for preparation and distribution, the Florida lobster is important from an economical and gastronomical viewpoint. The operation of bringing the lobster from its native grounds to the consumer, is developing into one of the chief commercial fishing industries of Florida.

The spiny crustacean of Florida, said by New Englanders to be a crawfish, not a lobster, is neither brother nor sister to the New England lobster, despite the fact that many people confuse the two. One of the chief differences is that the Florida lobster lacks the giant claws that are a characteristic feature of the New England lobster and provide a considerable quantity of choice meat. Spiny lobsters are characterized by a large, inflated, and often spiny carapace or head shield covering the forward part of the body; a pair of stiff, thorny antennae or feelers extending from the head region; five pairs of walking legs; and a powerful abdomen, or tail, terminating in a flexible and somewhat leathery tail fan.

All of the meat of the southern lobster comes from the flexible abdomen or "cape". The frozen lobster tails, about 1/3 of the fish, still encased in their shells of mottled green and brown, are the common market form of this crustacean. The shells, when crushed, make fertilizer.

Although the spiny lobster occurs farther north than the Florida Coast, fishermen seldom catch it outside the State. The best fishing grounds are along the southern shores of the reefs and keys. The various species of spiny lobsters are found throughout the tropical and subtropical seas of the world, as well as in certain temperate regions.

Reproduction and Growth

The spiny lobster is quite a traveler, constantly on the prowl for food and living on small conches and other shellfish. Breeding begins toward the end of March, and in June the female migrates to deeper water to produce some 500,000 eggs. The male, however, remains in shallow water, seldom going beyond a depth of three or four fathoms. The female may be distinguished from the male by the fact that her last pair of legs ends in tiny pinchers and her "paddles" contain fold-like attachments to carry eggs.

The young spiny lobster goes through a series of peculiar larval stages before it settles to the bottom in its final form. The most peculiar and characteristic of these stages is the so-called phyllosoma stage. At this stage the young spiny lobster



Unloading a Florida crawfish catch.

has the form of an extremely thin, flat, roughly circular, transparent disc somewhat more than an inch in diameter with eyes and legs protruding from the margins. After being carried about by currents near the sea surface, the young lobster undergoes a couple of moults and finally emerges on the ocean floor as a very small replica of its adult form.

From this stage on, the spiny lobster grows by slow stages, shedding the shell and growing a slightly larger one periodically. There is little reliable information on the age of the various species at marketable size, and it is obvious that the rate of growth will vary somewhat with the food supply and the temperature of the water. From the meager data available, it is probable that females reach sexual maturity at a total length of four or five inches and an age of about three years, while males are not sexually mature until they are about nine inches long and correspondingly older. It is not improbable, therefore, that marketable specimens are upwards of five years old.

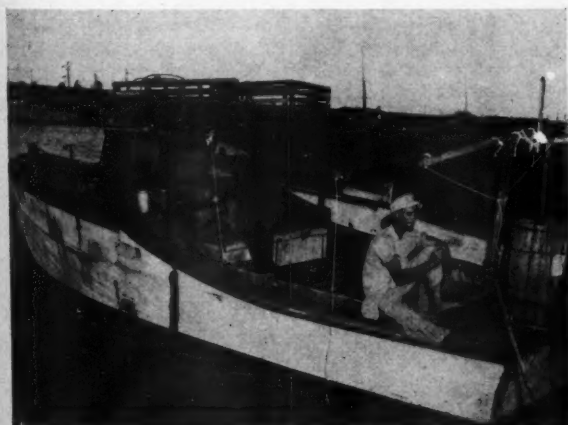
The average marketable size of the spiny lobster, popularly called the crayfish or crawfish, is about 9" to 10", exclusive of the long antennae. The largest specimen recorded measured over 17" and weighed eight pounds.

Methods of Catching and Handling

Most of the catch is made at night in pots which the crawfish enter as they crawl about to feed. During the day, they lie hidden under rock ledges or among sponges where they may be detected in clear water by the protruding antennae. Coral reefs, rocky bottoms, and other grounds which provide good cover, are their favorite haunts. Inasmuch as males are usually larger than females, the former are likely to be more abundant in catches; fishermen usually prefer to fish those areas where the larger males are most common.

There are three ways of catching a crawfish. Small-scale, shallow-water fishermen use a bully net or a spring grab on the end of a pole measuring up to 24' in length. With the first method, the fisherman dips his net down to the reef and scoops up the crawfish, which stupidly stands still, making it much easier for the fisherman. With the second method, the grab clutches the crustacean. In the Florida Keys, fishermen use wooden lobster traps which are baited with grouper heads. The traps are made of slats, and measure not more than 2' x 2' x 3'.

(Continued on page 36)



Capt. Ed Summers aboard his crawfish boat at Key West, Fla.



Making crawfish traps at Key West, Fla.

Fisheries Institute Campaign to Aid Producers

By Frances Smith

WHEN we compare the annual United States per capita consumption figures for fish (10.8 lbs. in 1947 and 11 lbs. last year) with the same figures for other protein foods, (meat, for example, 150.6 lbs. in 1947-48), we realize a nationwide educational job must be done to create a larger demand for fish and shellfish. Acquainting the American public with fish as a delectable, nutritious and economical food would result in a bigger outlet for fish catches at good prices and would in turn mean a more stabilized market.

This educational program is being carried on right now, every day, week after week, by means of the National Fisheries Institute's promotional campaign; and every day brings evidence that the public is becoming more and more conscious of fish as an excellent food. By means of the public press, the radio, and by the distribution of fish cookery booklets, in addition to the NFI advertising campaign, the fish industry is fighting to increase the per capita consumption of fish. With competition now so keen, every food industry has a challenge in the fact that the United States is in a buyer's market and the housewife is the buyer of the nation.

That such an educational program is needed and welcome was disclosed by surveys recently taken in Rochester, New York. Fifty-four per cent of the women questioned said that they would eat more fish if they knew more ways of preparing it, and 37% would eat more fish if they were better informed on its nutritional values.

Magazine and Newspaper Publicity

As the first step in a movement to give homemakers information on the nutritional values of fish and ways to prepare it, the NFI cookery leaflet, "Fish and Shellfish Cookery Made Easy", was offered last year in the Institute's advertisement which was placed in nine of the leading women's magazines. The response was excellent and tens of thousands of the leaflets were sent out in reply to individual requests. This year the NFI is placing page and half-page advertisements, in color, in many of these same magazines.

All newspaper and magazine food editors need sources of information, ideas, recipes, photographs; and the NFI, through its advertising agency, is providing this material as it pertains to fish and shellfish. As a result, magazines have run full-length articles on fish cookery, have included fish recipes in their regular columns; and fish recipes and photographs have appeared daily in thousands of newspapers.

Information given to the magazines is tailor-made to fit the editor's particular needs. However, the thousands of newspapers over the country, with a combined readership of between



Illustration showing cod steaks stuffed with oysters.

25 and 30 millions, receive four stories a month, giving recipes, information about nutrition, methods of cooking, and the supply situation on fish. At the same time, the city desks of these newspapers are covered with news of the industry.

To supplement this service, illustrated stories about fish as a delicious food are sent to those newspaper food editors who have indicated that they use photographs in their columns. The newspapers selected for this service are those with the largest circulations, because in this way each publicity dollar is spent to the best advantage.

To reach still more thousands of readers, the NFI keeps in close contact with food editors of the syndicates whose columns also appear in newspapers. Like the food editors of the dailies, these editors give their readers recipes, nutritional information and food pictures. Their columns are reprinted in the thousands of newspapers who buy their services.

Radio Broadcasts

The advertising agency also sends out stories about fish as a food to about 800 radio broadcasters. Similar to the articles sent to food editors, these scripts contain nutritional information and recipes. In addition, more recipes, menu plans and longer scripts about particular fish and shellfish, are sent out monthly to a selected list of about 55 commentators. The response to these services has been excellent.

Special projects are constantly being worked out with radio programs, in addition to the routine releases. For instance, on Fridays during Lenten Season, one of the radio luncheon club programs served fish or shellfish furnished by NFI members. In return for the gift of fish, credit was given to the donor both on the menu and over the air in a very generous plug. Thus, not only the guests at the club but also about one million persons in the listening audience of seven states heard about the excellence of fish as a flavorful, nutritious and economical food.

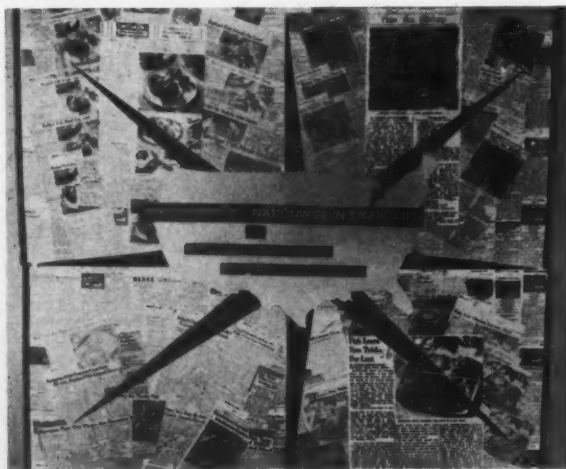
Another project worked out was the recorded radio program called "From the Waters", recordings made to promote the industry by the industry itself. They are just about as commercial as a program can be. Yet through a competently handled plan, it was possible to make arrangements by which about 30 stations have used them during their public service time. If the NFI had to pay for the time on the air which it has obtained free, the cost would run into many thousands of dollars.

Other Promotion

The Institute realizes that the housewife decides what to buy for her family's dinner when in the retail store, and early in its campaign gave direct aid to fish distributors by preparing colorful window stickers which announced the good buy for the day, and posters which offered the NFI cookery leaflet. About half a million of these leaflets were distributed through retail outlets.

Knowing full well that a person's eating habits are formed when he is a child, the NFI's advertising agency has always

(Continued on page 30)



Specimens of fish publicity in newspapers.

Getting a Boat Ready to Sell

By Capt. Elwell B. Thomas

IF you are going to replace your boat with a larger or better one, your present boat probably is for sale. You may come in contact with a prospect who is not a commercial fisherman. While some boats sell easily, others, which may be equally good boats, find a difficult market. In view of this, it may be well to analyze the situation, not from the viewpoint of fundamentals, such as a good power plant or sound frames, but rather from the viewpoint of just what strikes the eye of the prospective customer and may kill or make the sale.

Of course, if the prospect is a fisherman and is interested in purchasing the vessel with an eye to fishing, he will overlook many things, in view of the fact that the vessel is busy fishing. However, assuming the prospect is not a fisherman, we have quite a different situation with which to cope.

Clean and Repair

First of all, the boat should be clean and well ventilated. A prospect, other than a fisherman, will immediately size up dirt and foul smells as an indication of general decay when such may not be the case. It will be seen then that the boat should be cleaned thoroughly and ventilated frequently. All of the lockers should be cleaned out, and bedding, nets, rope and other material that will hold moisture should be sent ashore to be stowed in a clean dry place. As to ventilation, the boat should be opened up completely every good day and every compartment well aired, both as a sales proposition and for the preservation of the vessel herself.

Many little things that have been put up with while fishing should be repaired to give the prospect the impression of a well maintained boat. For instance, the knob on the pilothouse door should be repaired or a new smoke head on the "Charlie Noble" may be in order.

If the boat has bulwarks, it is very important to put these in good condition. Quite often, we see boats fishing steady with the planking of the bulwarks stove in. This has happened when hauling the boards, through careless docking procedure or other causes, and may be all right when fishing, but it is one of the first things to hit a prospective customer's eye. Now, when repairing these bulwarks, it is necessary, from a sales appeal angle, to do a neat job and not leave a mess of patchwork.

Incidentally, in fixing the boat up to sell, one should use extreme care that it does not have a patchy appearance. While a little patching may be all right, and everyone recognizes the fact that they are looking at a workboat, the patching business may be carried too far. It may be well to look about and see if some of the patches with which you have been satisfied should be removed and the job done right.

While on deck, look around and see if there are any haywire rigs that you patched up temporarily and have been using ever since. Junk, such as a throttle control made of an old table knife, a hoe handle and various parts of an alarm clock, discourages a customer immediately. If you want a good price for your boat, you had better spend a little money right off and get such things in shape. Other little details, like broken spokes on the

steering wheel, a dark compass card or patched up running lights, make the prospect wonder if the bottom is equally as bad.

Paint and Refit

Do not think that the mere fact that you have daubed the boat all over with thick gloss paint will make an immediate hit with all concerned and that people will be fighting on the dock to get the chance to buy the little darling. Ah no, that paint daubing trick has been pulled for too many years and even a rank "amachoor" will smell a rat when the paint is plastered on heavily. If painting up to sell, it is best to do a first rate job, cleaning and scraping thoroughly and painting with honest conservative colors. Gaudy paints never help to sell a boat. Light green topsides and pink decks may be all

right for you, but the next fellow may not have the stomach to buy the boat with that mess on it. One should remember that "good taste is always in style".

A lot of things, like portlights with whole glass, pilot-house windows that work, a ship-to-shore phone cabinet that is not rusty, and good blocks in the rigging, make a fine first impression. Anyone hates to see blocks with broken shells on a boat for which they are thinking of laying out good money.

The fact that the half oval on rub streaks is in good shape and well secured often will aid in selling a boat, and a clean, well painted bottom is a big help. Frequently, boats offered for sale are painted down to the waterline but not hauled for bottom painting. This fancy paint on top, in contrast to a foul bottom, does not look good.

Good standing rigging always is impressive. One thing to avoid is the use of wire rope clamps in lieu of splices, for they make the whole vessel have a slovenly appearance. Likewise, a good job of rattling down looks well to the outsider. Broken, poorly seized, and missing ratlines would give a prospective customer the impression of laziness and carelessness on the part of the owner or master. If a small boat such as a dory is carried, it should be a good one and well stowed.

The deck should be maintained in as tight a condition as possible. Nothing will so damage a boat, whether in use or laid up, as will a leaky deck, and a leaky deck will soon make its mark below in such a manner as to detract seriously from appearance of the vessel. Deckplates and manholes should not be all smeared over with paint and nigh on impossible to open. Smashed and worn caprails are not inviting to one interested in purchasing.

Put in Order Below Decks

Going below, the hold should be clean and well aired. Any broken pen boards and so on ought to be put to rights, and it would be well to leave up some of the removable boards of the hold floor or sole, as it may be called.

The engine room should be cleaned up, orderly and ready for business. Do not strip it of tools and such, for empty tool racks look bad to the purchaser. Put all machinery in good condition with the engine and auxiliaries properly laid up and everything well oiled and greased.

Steering gear should be in good shape. People always have

(Continued on page 29)



Draggers tied up at Bindloss dock, Stonington, Conn.

Magnetism and Compass Operation

By Egerton B. Sawtelle*

ASK an electrical engineer what electricity is and he will not be able to give you a fundamental answer. He can tell you how electricity is produced, used, measured, and controlled, but that will be the limit of his knowledge. Magnetism is very closely associated with electricity.

There is no more known about the actual substance of magnetism than there is about electricity. We must accept certain natural phenomena such as these for the uses to which we can put them. Everyone is familiar with a simple bar magnet. (See Figure 7a). If either end of this bar is brought in contact with pieces of iron such as iron filings, these pieces of iron stick to the end of the bar magnet. This is due to that invisible force known as magnetism.

How Magnetism Behaves

One end of a bar magnet is known as the north-seeking pole, the other end is known as the south-seeking pole. If we have two bar magnets and bring the south-seeking end of one near the north-seeking end of the other, these two opposite poles will react on one another in such a way that the two magnets will come together with considerable force. But, if we bring two south-seeking poles or two north-seeking poles together, these poles will repel one another rather than attract.

A magnet is surrounded by an invisible substance known as flux. This flux may be considered as a group of invisible lines of force radiating into space. The most complicated electrical generator is based on one simple truth, namely, the movement of a conductor in such a way as to cut through these invisible magnetic lines of force. For example, if a loop of copper wire is moved across either end of a bar magnet, electricity flows through this wire.

Conversely, if we cause an electrical current to flow in a loop of wire, an invisible magnetic field is generated around the wire. Such a field may be very troublesome to the compass adjuster, as was shown earlier in this article. Herein lies the reason why two wires carrying a direct current of electricity must be twisted together carefully, if such wires must pass near the compass.

Magnets and Magnetic Poles

The first concrete evidence of magnetism was found by the ancients in a type of natural mineral rock known as lode stone. Artificial magnets may be made by properly rubbing a piece of steel with such a stone; or with another, previously made magnet. If a bar magnet is placed on a float in a wooden barrel of water, this magnet will turn in such a way as to always point in the same direction in a particular locality. This is the most

simple and oldest form of compass. A floating bar magnet (compass) behaves this way because the earth itself is a tremendous magnet with its so called North Pole located in the general vicinity of Hudson Bay, Canada. Note that the north-seeking end of a freely suspended or floating magnet is pulled toward this Magnetic North Pole. (See Figure 8.)

Each of the two Magnetic Poles of this earth is named for the hemisphere in which it is located. Thus, the Magnetic North

Pole, so called, lies in the Northern Hemisphere and the Magnetic South Pole, so called, lies in the Southern Hemisphere. Then the end of a floating bar magnet which points magnetic north is called its north-seeking pole and the opposite end of this bar magnet is called its south-seeking pole.

The north-seeking end of a bar magnet usually is painted red, while the south-seeking end of a bar magnet usually is painted blue. According to the law of magnetic attraction, which states that unlike poles attract one another while like poles repel one another, the Magnetic North Pole of the earth would then be blue magnetism, while the Magnetic South Pole of the earth would be red magnetism. This should make it clear that the north-seeking end of a magnet contains the opposite kind of magnetism to that contained by the Magnetic North Pole of the earth. Likewise, the south-seeking end of a magnet contains the opposite kind of magnetism to that contained by the Magnetic South Pole. (Study Figs. 7 & 8.)

Kinds of Magnetism

Generally speaking, there are two types of magnetism, permanent and induced. The immediately preceding discussion touched on permanent magnetism only. We have seen that hard iron, or steel, can be magnetized. Such a material, once magnetized, tends to hold this magnetism as a permanent characteristic. The steel bar even becomes known as a magnet.

Soft iron, such as cast iron, cannot be permanently magnetized. It only acts as a magnet when lines of magnetic force are threading through it. (See Figure 7b). Hold a bar of soft iron near a permanent magnet so that the lines of magnetic force from the permanent magnet run length-wise through the soft iron bar, and you have a soft iron magnet. Remove the soft iron magnet from the vicinity of the permanent magnet, and you have only a soft iron bar again. This property of soft iron to become a magnet when, and only when, held in a magnetic field illustrates the phenomenon of induced magnetism.

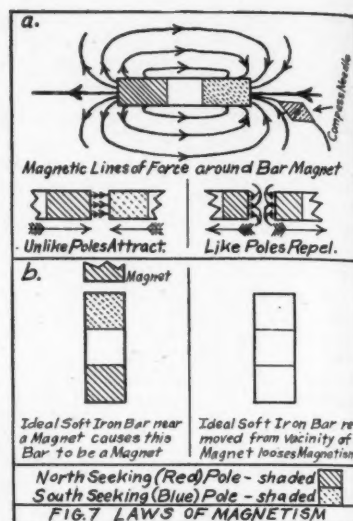
Much iron and steel is neither very hard nor very soft, but falls somewhere between the two extremes. This fact gives rise to what is known as transient magnetism. Earlier in this article, this transient magnetism was described as being a source of great trouble to anyone working with a magnetic compass aboard a vessel. We mentioned an exhaust pipe which ran too near the vessel's magnetic compass.

Since the earth itself is a big magnet, there are lines of magnetic force, of varying intensity, all over the earth. (See Figure 8). If a piece of partially hardened steel is held so that magnetic lines of force thread through it, the piece becomes magnetized by induction. If this piece of steel is pounded or vibrated just so while in a magnetic field, it can be removed from the influence of the field and will be found to retain some permanent magnetism. Heat this piece of steel and it will tend to lose its permanent magnetism.

An exhaust pipe is subjected to both vibration and heating, so it may be anybody's guess as to what magnetic effect this pipe will have on the compass at any particular moment. You can not adjust for transient magnetism. Articles that may be subjected to transient magnetism must not be placed near the compass.

[Continued on next page]

* Compass Adjuster—Freeport, Maine. This is the third of a series of three articles on compasses.



How Compass Correctors Work

Disregarding transient magnetism, the use of correctors for compass adjusting becomes a beautifully logical scientific procedure. To the actions of permanent and induced magnetism, set up by the vessel to torture her compass, the compass adjuster sets up, by the use of correctors, equal and opposite reactions to free this compass of its bonds. Briefly, here is the way it works.

1. Permanent magnetism in the construction of the vessel causes semicircular compass error. This error is balanced out by permanent magnets, called semicircular correctors, placed heading forward and aft as well as athwartship.

2. Magnetism induced by the magnetic field of the earth in the horizontal soft iron of a vessel causes quadrantal compass error. This error is balanced out by soft iron spheres, called quadrantal correctors, placed one to port and one to starboard of the compass. The magnetic field of the earth induces the proper amount of magnetism in these spheres to counteract the effect on the compass of induced magnetism produced in the horizontal soft iron of the vessel by this same earth's magnetic field.

3. Heeling error is caused by a magnetic field below the compass. When the vessel rolls in a sea, this magnetic field sets the compass card swinging. The troublesome source of a swinging compass card is balanced out by placing a vertical permanent magnet, heeling corrector, directly under the compass. Unfortunately, most of this heeling error is caused by induced magnetism which varies with the position of the ship on the earth. This is because the earth's magnetic field is not the same for every location. Since a permanent magnet cannot be expected to correct for changes in magnetism without being correspondingly moved, it is necessary to move the heeling corrector when a vessel changes her magnetic latitude appreciably.

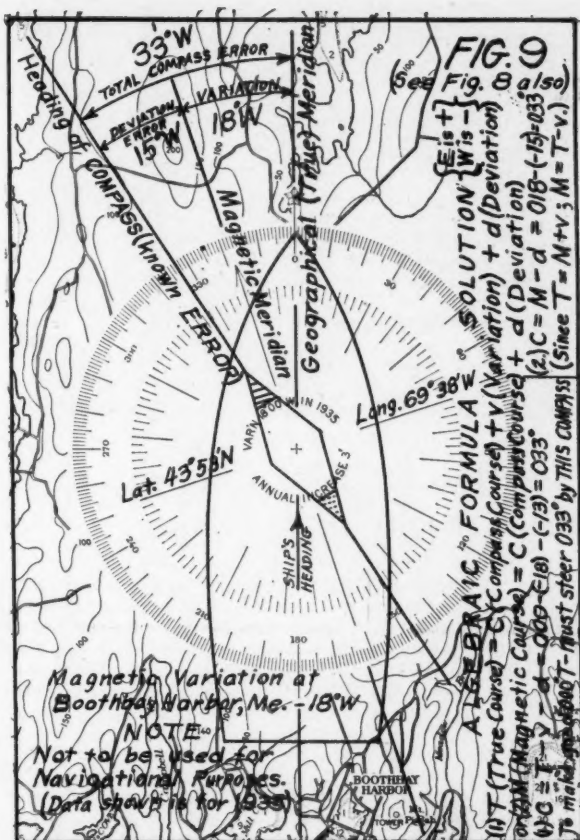
4. Magnetism induced by the magnetic field of the earth in the vertical soft iron of a vessel also causes semicircular compass error. This error is balanced out by an adjustable length of vertical soft iron rod, called a Flinder bar, which usually is placed directly forward or aft of the compass.

Unless certain compass error observations have been made on the vessel, or a vessel just like her, over a considerable range of magnetic latitude, it is virtually impossible to calculate the proper length of Flinders bar to use. For this reason, this adjustment is rarely made on vessels operating in a reasonably small latitude range. But, since the effect of induced magnetism in vertical iron is so difficult to balance out by adjustment, it becomes very important that no vertical iron be permitted in the vicinity of a vessel's magnetic compass.

Variation, Deviation and Error

Throughout this article the use of the term error has been used frequently with reference to the magnetic compass. To be strictly technical, the term deviation should have been used. In concluding, therefore, an explanation of some important terms used in connection with the magnetic compass is in order. (See Figure 9).

1. Variation is the angular difference between a true north-





The new San Diego tuna clipper "Mary E. Petrich".

New 150 Ft. Tuna Clipper Has Capacity of 450 Tons

The *Mary E. Petrich*, new tuna clipper built this year by Western Boat Building Co., Tacoma, Wash., for San Diego, California owners, is claimed to be the largest and fastest yet built as a fishing vessel. On the "shake down" trip her average speed was 14.1 knots, and under favorable weather conditions she showed a speed of 14.6 knots.

The new vessel is 150' in length, beam is 34' and the draft is 16'. Her tuna fish carrying capacity is 450 tons. She also has a capacity for 68,000 gals. of fuel oil, 2,000 gallons of lubricating oil, 5,000 gals. of fresh water, all of which provides a cruising range of about 20,000 miles.

The main propulsion engine is a two-cycle opposed piston Fairbanks-Morse Diesel with 8½" bore and 10" stroke, rated 1,600 hp. at 720 rpm. The engine is connected to an 8¾" Monel propeller shaft through a hydraulic coupling and a Western Gear Works planetary gear unit with a 3:1 reduction, and turns a 107 x 82 propeller.

The auxiliary power consists of two Fairbanks-Morse Model 31 Diesel engines rated at 210 hp. at 720 rpm. These are connected to Fairbanks-Morse 178 KVA, 3 phase, 480-volt alternators. Also used is a General Motors Model 671 Diesel auxiliary unit, rated at 110 hp. and driving a 60 kw. generator.

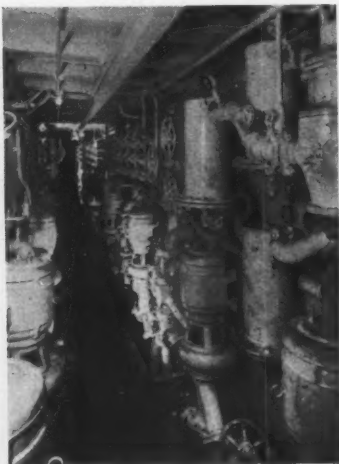
In contrast with other tuna clippers, the *Mary E. Petrich* has no bait pump as such. The fourteen combination bait and brine pumps, all of which are Fairbanks-Morse, are piped and valved in such a way that they may be used either for bait or for brine. The water supply available for bait is greater than the normal installation where two large bait pumps are employed,

with smaller pumps for the circulation of brine.

Four 6¼ x 6¼ Baker ammonia compressors driven by 30 hp. electric motors, comprise refrigeration equipment.

Included in the navigation equipment are an Applied Electronics direction finder, a Submarine Signal Fathometer and a Sperry automatic magnetic electric steering motor. The vessel carries an anchor windlass and two 750-lb. Danforth anchors.

The pilot house, captain's quarters and radio shack are atop. Quarters for all twenty men in the crew are located on the upper main deck.



The 14 Fairbanks-Morse pumping units on the "Mary E. Petrich".

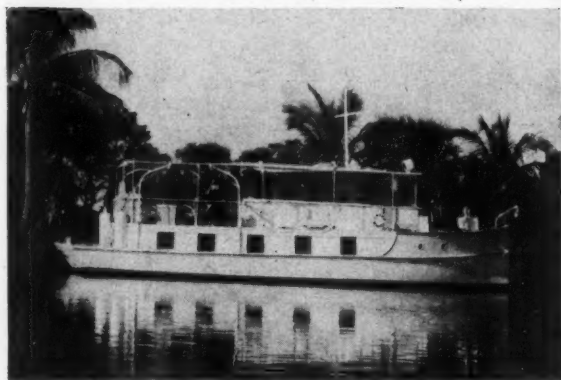
Florida Couple Lives at Sea Giving Aid to Fishermen

Giving assistance to fishermen in need and making their living from the sea in numerous ways with their 52' Mathis house yacht *Tramp*, Capt. and Mrs. S. B. Jaquith ply the Atlantic Coast from Key West, Fla. to the upper Chesapeake Bay. The Captain is a roving marine consultant, diver, salvager and collector of marine life. He also deals in refrigeration, dabbles in outfitting and tackles inventive problems. Mrs. Jaquith is mate, and a capable one, being able to take the *Tramp* from New York to Key West single handed.

Activities

An example of the life they live may be shown in a recent trip to Key West from the vessel's dock on the St. Lucie River, six miles above Stuart, Fla. On that trip, the Jaquiths caught seven green turtles, averaging 60 lbs. each, piloted several boats through uncharted inlets, hauled free a grounded 40' boat, and recovered some salvage.

A side line which gives them great pleasure is derived from a considerable investment in surgical and medical equipment



The 52' house yacht "Tramp" owned by Capt. S. B. Jaquith, who, with Mrs. Jaquith, roams the South Atlantic Coast giving aid to fishermen.

which is used to aid fishermen at sea when in need. They also have established a library and emergency water tank on the uninhabited Marquesas Keys. The library, a hurricane-proof box six feet above the ground, is used by fishermen on the honor lend system.

The Jaquiths carry 120 fathoms of green turtle nets made of Gold Medal twine, and know most of the sets along 500 miles of coast and keys. They pay to have the nets mended, thus saving time for other things, such as occasional sponging and crawfish bullying. With diving equipment which they have used for over 15 years, they recover quite valuable salvage at infrequent intervals and collect some rare forms of sea life for donation to universities and medical schools. Shells also are collected for the market.

The "Tramp"

The vessel is powered by a 60-80 hp. Palmer gasoline engine with 2.5:1 reduction gear, swinging a 30 x 26 Federal Equipoise propeller. Gulf lubricating oil is used in the engine. The engine room, complete in every way, contains a work shop which is equipped with several thousand dollars worth of tools. Some of the equipment on board was designed by Capt. Jaquith, including a 40:1 reduction gear for the windlass, an automatic alarm notifying below and bridge of water in the bilge, electrolysis eliminators, and a 10 cu. ft. refrigerator.

The yacht, changed over to suit her purpose, has a 15' beam and 4' draft, is round bottomed and planked with 2" long leaf pine. Below the waterline, she is painted with International Supertropical bottom paint, and she carries 75-lb. Danforth anchors. On this able and steady craft, the Jaquiths live the year round in luxurious quarters, enjoying a continuous vacation, even though working hard.

Long Island Scallop Dragger "Major J. Casey" Repowered

Landing her first trip since repowering, the 70' dragger *Major J. Casey* unloaded 900 gallons of scallops at Fulton Market, New York, on October 7. She is owned by Philip M. Reinhardt of Southold, Long Island, and commanded by Capt. Pete Austenberg of Brooklyn.

Installation of the vessel's new engine was made by H. W. Sweet Shipyard of Greenport, N. Y. Her power plant, one of the first of its kind installed on a fishing craft, is the new Caterpillar Model D364 Diesel. Sold by H. O. Penn Machinery Co., New York, the 8 cylinder, V-type engine is rated at 215 continuous hp. and has a peak rpm. of 1200. It is equipped with a Model 3775 Snow-Nabstedt 3:1 reduction gear and swings a 4 blade, 48 x 33 Columbian propeller, giving the dragger a speed of 9 mph. The engine is fitted with an air starting motor and Maxim silencer.

Also newly installed on the vessel is a set of 110-volt, HHG-21, Surrette marine batteries. Other equipment includes a Model 639 port-angle Hathaway winch, Goodrich Cutless rubber stern bearing, Fairbanks-Morse auxiliary unit, Kelvin-White compass, Submarine Signal Fathometer, Hose-McCann radiotelephone and Shipmate range.

Built by the former Casey Boatbuilding Co., Fairhaven, Mass., in 1945, the *Major J. Casey* has a fish hold capacity of 80,000 lbs. and accommodations for 8 men forward and 2 aft, in addition to the Captain's stateroom in the deckhouse.

Long Island Eel Grass Returns

Eel grass has been coming back gradually in the last few years, and right now there is an abundance of it in some of the Long Island bays. The length of the grass, however, is still not as great as it used to be before it suddenly disappeared in 1930 along the entire Atlantic Coast, as well as many places along the European Coast.

As a result of the return of the eel grass, scallop fishermen feel that they will in time have an industry like they did in years past. It is also felt that the Long Island bays will now become more productive of the various species of fish that inhabit them.

However, clambers are not overjoyed in seeing this weed come back, as the grass makes it more difficult to catch clams and slows up tidal currents so that clams do not receive a sufficient amount of food.

Greenport Boats Catching Scrap Fish

This Summer a few of the Greenport boats tried catching scrap fish when fishing was dull, and they did all right. They fished off Block Island and Montauk for sea robbers, skates, etc. Flag Fish Co. pays the boats one cent a pound on the dock, and along with a few boxes of good fish they get in a good trip. This fishery has been done mostly by the larger vessels since Flag will accept only truckload lots. These boats make two trips a week.

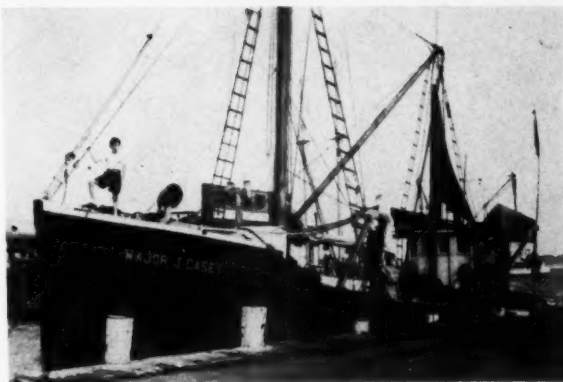
Radio-Television Sales Promotion

In cooperation with Fishery Council, John L. Plock of Shelter Island Oyster Co., New York City, put on a one-man oyster act for the Market Melodies program. Telling televisioners how this season shapes up as a great one for oysters, Mr. Plock supplemented his sales-promoting remarks with an exhibit of "oysterama" which included natural enemies and oysters at different stages of development. "Shuck-Em", the oyster opening machine, brain child of Plock, was demonstrated.

Louis Morino of the Fulton Market restaurant, Sloppy Louie's, gave Vanity Fair televisioners the benefit of his experience in selecting and cooking oysters. He brought out many interesting and educational facts aimed at stimulating the viewers' interest in eating oysters.

"Make Mine Fish"

The article in the Sept. 24 issue of *Colliers*, "Make Mine Fish," by Richard B. Gehman, is an interesting, fast-paced piece with plenty of humor to keep it light, and enough fact to do an educational job for the fish-shellfish industry. Testimonials to the health-giving qualities of fish and shellfish are abundant throughout the story, and there is a liberal sprinkling of cooking tips written in a way that appeals to men as well as to women.



The 70' dragger "Major J. Casey" owned by Philip M. Reinhardt of Southold, N. Y.

Atlantic States Fisheries Commission Elects Bindloss and Wallace

The Atlantic States Marine Fisheries Commission at its Eighth Annual Meeting held in New York on September 29-30 elected John B. Bindloss of Stonington, Conn. as chairman. David H. Wallace, chairman of the Maryland Department of Tidewater Fisheries, was elected vice-chairman.

The Commission voted to support Senate Bill 1545 confirming title of the States in submerged lands out to the three mile limit and voted to oppose S. 923 and all other bills transferring title of such lands to the Federal Government.

It authorized the creation of two special committees, one headed by Henry Lyman of Massachusetts to coordinate current striped bass research on the Atlantic Coast, and the other to prepare bills to establish minimum legal sizes for valuable species of fish now entering the commercial catch as undersized or "trash" fish.

The Commission voted to support a request from the Virginia Fisheries Association that the Congress appropriate funds for a study by the Fish and Wildlife Service of the fluctuations of abundance of all species in Chesapeake Bay.

It also authorized an application under the new Federal Pollution Control Act, Public Law 845, for a grant-in-aid of \$14,000 to begin a study of pollution as it affects the fisheries, provided such study can be conducted by the U. S. Fish and Wildlife Service as the established primary research agency of the Commission.

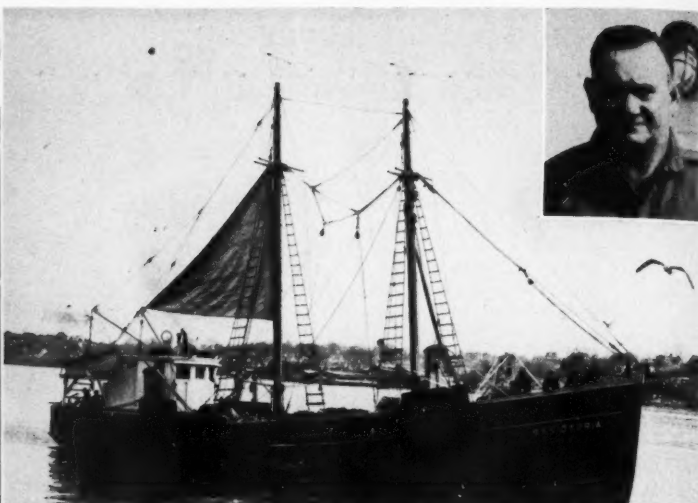
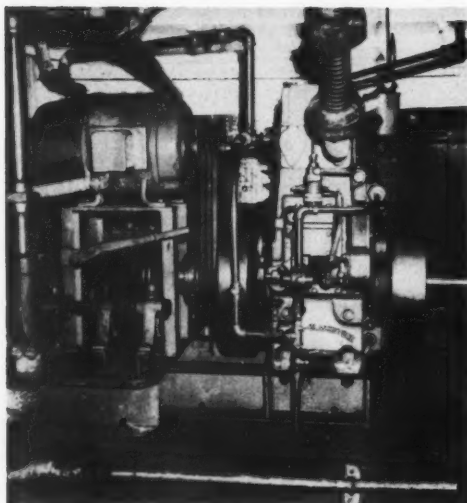
The meeting was attended by 75 persons representing all fifteen States of the Atlantic Coast, and the Department of State, Fish and Wildlife Service, Public Health Service, and two representatives of the newly formed Gulf States Marine Fisheries Commission.

Connecticut Oyster Set Spotty

Setting of oysters in Long Island Sound began on July 10 and continued until September 5, according to a report by the Milford Fish & Wildlife Service laboratory. Such an early beginning of setting was without precedent in the laboratory's experience, and is believed to have been caused by the early and unusually long warm spell which reflected on the ecological conditions of Long Island Sound.

As far as intensity of setting for the entire season is concerned, the set of 1949 was uneven and generally rather light. For example, extremely heavy setting took place near the New Haven old lighthouse, while other lots nearby had practically no set.

It is interesting that the set of 1949 was light regardless of the temperature of the water and especially of the air which was higher than in other years when good sets were recorded. According to the laboratory, this proves that above normal temperature does not necessarily guarantee a good set of oysters.



The 90' x 20' x 10' Gloucester redfish dragger "St. Victoria" owned by Francisco Consiglio and skippered by Capt. Isodoro Tarrantino, inset. Left, the vessel's 8 hp. "Deseco" Lister-Blackstone Diesel auxiliary unit which operates a 5 kw. Imperial generator, Curtis compressor and Marine Products pump. The vessel is equipped with a 250 hp. Atlas Imperial Diesel, 60 x 48 Columbian propeller, Hathaway winch, Edson pumps and steering gear, Kelvin White compass, Bludworth direction finder, Submarine Signal Fathometer.

Gloucester Plant to Make Tuna Frankfurters

Davis Bros. Fisheries Co., Inc., Gloucester, have received certificates of registration from the office of Secretary of State for five trade names for substitute frankfurters, with tuna fish as the main ingredient. The names include the following: "Friday Franks," "Sea Dogs," "Fish Dogs," "Tuna Maid Frankfurter," and "Fish Hot Dogs."

John F. O'Hara, president of the Company, disclosed that plans for manufacturing the tuna frankfurters had been practically completed. The manufacture of tuna frankfurters is a new venture with the firm, and it is at work on the project to test reception in the food marts and restaurants with an eye toward spreading the popularity of the product throughout the nation. The concern purchases a large part of the tuna caught off the New England Coast.

Although the manufacture of a type of frankfurter from tuna is a new idea in this section of the country, the tuna frankfurter has been a delicacy on the West Coast for many years.

"Corinthian" Goes Down Off Nova Scotia

The 112' fishing dragger *Corinthian* of Gloucester was rammed and sunk Sept. 19 in a dense fog, 53 miles southeast of Halifax Light, Nova Scotia, by the freighter *Normacfir* out of Boston. The freighter rescued five crew members, including Capt. Jerome Noble, Beverly. Six of the 11-man crew, however, were lost.

The collision happened so suddenly that the dragger went to the bottom within a couple of minutes, and there was no time to launch a dory. The survivors clung to wreckage from their craft until picked up.

The *Corinthian* was built at Essex in 1917, and was believed to be the oldest wooden dragger operating out of Gloucester. Owned by the Gorton-Pew Fisheries Co., Ltd., the vessel was one of the fishing fleet's "highliners."

Large Redfish Catch

Sixteen draggers landed a load of within 15,000 lbs. of two million lbs. of redfish over the weekend of Sept. 17-18, which is an average of almost 130,000 lbs. per trip. The biggest fare was that of the *Flow*, totalling 210,000 lbs. Also included among the trips was that of the *Wild Duck*, which is now skippered by Capt. Lemuel Barnes, and which landed 150,000 lbs. Capt. Barnes formerly was in command of the dragger *Pi'grim*, which is now in charge of Capt. Alden Wagner.

The dragger *Benjamin C.*, of which Capt. Joe Ciaramitaro is skipper, went almost to Port aux Basques in Newfoundland for her 185,000-lb. redfish fare landed Sept. 19. But the fare was a

good one in that the fish were larger than usual, according to the crew. The vessel went some 100 miles to the northward of where even the larger boats have been going, and ran into a snow storm near Newfoundland.

"Evelyn G. Sears" Highline Swordfish Boat

The *Evelyn G. Sears*, Capt. Johnnie Burnham, has made the most trips and has done the best of the Gloucester swordfish boats. Through the end of September, she had brought in a total of 406 fish, all but 27 of which were landed at Boston. The craft made five trips this season, the best of which was her second one, consisting of 118 fish landed at Boston on July 11. The Gloucester swordfish season has been only fair this year.

Mackerel Seiners Catching Menhaden

Menhaden have been plentiful in Massachusetts waters recently, and the remnants of the Gloucester mackerel fleet have been diverted to this fishery. Some of the boats have been catching menhaden in the harbors—an unheard of event. At times, there have been four or five vessels seining in Gloucester Harbor.

The two new dehydration plants at Gloucester, Gloucester By-Products, Inc. and Dehydrating Process Co., opened early in September, and both have been processing menhaden in addition to redfish waste.

The Dehydrating Process Co. grinds whole fish into liquid form, removes the oil, and condenses the remaining solution until it is 50% solid. Feed men generally believe that this "homogenized condensed fish" stands somewhere between solubles and fish meal in the matter of protein values.

The big contribution of Dehydrating Process has been cost cutting. Its process has eliminated the expensive drying operation needed to produce fish meal. The result has been a price of \$80 a ton for homogenized condensed fish in carload lots and \$100 a ton in drums, compared with \$175 for a ton of fish meal.

Whiting Boats Doing Well

The whiting boats did well during September, and had heavy loads on several days. One of the big whiting days was Sept. 13, when 26 draggers landed 359,000 lbs. of whiting, receiving 4c per lb. The largest trips were landed by the *Chebeague* and *Trimembral*, each of which had 20,000 lbs.

In addition to catching large quantities of whiting, the whiting boats are still getting a lot of pogies for the dehydrating plants. The craft were making three trips a week the latter part of Sept.

"Albatross" Visits Gloucester

The Government research vessel *Albatross III* was open for inspection at Gloucester on Sept. 15, when she docked to discharge 6,000 lbs. of fish caught during a fish census-taking cruise in the Gulf of Maine.

Maine Oyster Industry Revival Sought

Anthony Look, head of the A. M. Look Canning Co., Whiting, has disclosed that he will use every means to restore to production the once prolific oyster growth on the Maine shores. For a quarter of a century, Mr. Look's father, the late Willard M. Look, attempted to interest the State in assuming the work of reclamation. Anthony Look will try for State aid in this endeavor, and also will try to obtain Federal support. He is of the opinion that oyster farming could be carried out profitably along the Maine coast.

At one time oysters were so abundant in Maine that when the first settlers on the Atlantic Coast began to take them from their natural beds, the colonists thought the supply was inexhaustible. With the depletion through over-exploitation of these natural beds, the traffic in Maine oysters came to an end. Since that time no effort has been made to bring them back to importance as a seafood until now, and, its proponents say, a great natural resource has been lost through neglect.

Planes Scout for Fish

A Gay Island ex-GI has a unique, successful enterprise in which he flies his Piper Cub plane beyond the Maine coastline, seeking out schools of fish for the fishermen in his area. He reports the location of the fish to them, and they immediately head for the section and haul their catch. The ex-GI pilot receives, in return for his flying services, a percentage of the proceeds.

Maine Fish Meal, Inc., Portland, has been experimenting successfully with a seaplane to spot pogies and lead the fishing boats to them.

Dragger Launched by Davis

The new 65' dragger *C. R. & M.*, built for Capt. Ferdinand Salvador of Provincetown, Mass., was launched by Davis Boat Yard, McKinley, on Sept. 15. She is powered by a 230 hp. Buda Diesel.

Sardine Pack Down

Maine enjoyed a good run of sardine herring the week of September 19, and processed about 100,000 cases. Through September 17, the season's sardine pack totalled 1,550,000 cases, compared with 2,771,000 up to the same date a year ago.

Scattered schools of herring along the coast from the mouth of the Kennebec to Jonesport kept the Rockland area sardine plants busy approximately 70% of the usual working hours the last week in September. Coming after several weeks of an almost unprecedented shortage of herring, the catches were more than welcome.



The 45' seiner "Phyllis L." at New Harbor, Me. She is owned by Capt. Raymond J. Chadwick of Monhegan, and is equipped with an 8-cylinder, 150 hp. Packard marine engine and Linen Thread Co. Gold Medal nets.



Left to right, Capt. Llewellyn Sadler, skipper of the sardine carrier "Bessie L", owned by Maine Sardine Co., Addison; Capt. Maurice Alley, skipper of the "Atrypa", owned by Jonesport Packing Co., Jonesport; Ernest Alley, engineer of the "Atrypa"; Bert Lovejoy, engineer of the "Bessie L"; and Capt. Kenneth Wallace, skipper of the sardine carrier "Stag", owned by Alco Packing Co. of Lubec.

The fish came largely from the Jonesport area. The long haul by carriers, which loaded in the morning and arrived in Rockland in the early evening, necessitated the packing crews working at night to care for the fish.

Lots have been received from the Boothbay areas with an occasional catch in the Mussel Ridges. Fairly heavy catches have been made near the entrance to the Kennebec River by seiners from the Portland packing plants, with the catch going to these plants. Rockland plant operators are looking forward to a heavier run of herring as the water in the bay grows colder.

F&WS Clam Headquarters Moved

John B. Glud, chief of clam investigations for the Fish & Wildlife Service, and his staff, moved their offices on September 23 from Woods Hole, Mass. to Boothbay Harbor.

"Claire Louise" and "Sardinia" Floated

The fishing dragger *Claire Louise*, out of Portland, was re-floated Sept. 9 from the rocks at Isaac's Harbor, Nova Scotia, where she had been grounded.

Burnt Island Coast Guardsmen floated the 47' seiner *Sardinia*, owned by Lloyd Leland of Bristol, at high tide Sept. 20 from where she had gone aground on the northeast end of Benner's Island.

Boothbay Assn. to Open Cooperative Store

The Boothbay Region Fishermen's Cooperative Association met Sept. 13 and voted to accept their corporate charter. The Association plans to open a cooperative store as soon as practicable, more or less along the lines of the store operated by the Pemaquid Fishermen's Corporation, a similar cooperative venture which is now concluding its second year of operations.

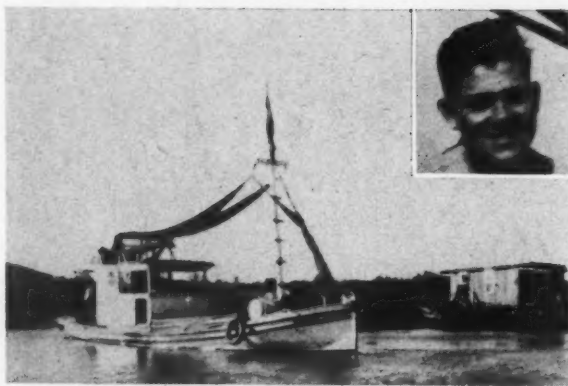
Already 64 members of the Association have purchased stock in the new corporation, and this number was expected to increase rapidly. President of the corporation is Frederick Fossett of Boothbay Harbor.

Sardine Packers Hosts to Canadians

Members of the Maine Sardine Packers' Association were hosts to a group of New Brunswick sardine canners and executive officials headed by Senator A. Neil McLean and his brother, Allan A. M. McLean, D.C.L., of Black's Harbor, N. B., at a get-together dinner held Sept. 17 at Dennyville. Various group discussions were held, many of which helped to promote a better understanding of matters of mutual interest to those assembled.

Canada to Enforce Three-Mile-Limit Law

Maine fishing vessel captains operating off the Canadian coast were warned Sept. 13 by Sea and Shore Fisheries Commissioner Richard E. Reed to stay outside Canada's three-mile limit. Reed said Canadian officials have received reports of violations of the law barring nonresidents from Canadian territorial waters.



The 45' shrimper "Mary L.", owned by Capt. Robert Liner, Jr., inset, of Dulac, La. The boat is equipped with an 82 hp. General Motors Diesel, Willard batteries and 28 x 26 Columbian propeller. Her speed is 12 knots, and carrying capacity is 100 barrels.

Gulf Grooved Shrimp Industry Growing

The grooved (brown) shrimp industry continues to develop in the Gulf of Mexico. Mississippi now has a fishery for this species of shrimp, and interest has also increased for this variety in Alabama. Louisiana is searching and may locate a grooved shrimp fishery. Recently, a Louisiana shrimp trawler came into port with 15 grooved shrimp weighing 3 lbs., taken off the Louisiana Coast.

A considerable percentage of the shrimp landed in Mississippi during the month of July was the grooved variety. One dealer reported as much as 80% of his landings were grooved shrimp. The records of another company show that the large-sized shrimp predominate in the catches made early in the year, and as the year progresses the number of small-sized shrimp increase until by July the small sizes predominate. These grooved shrimp are caught quite consistently in 25-27 fathoms of water along the Texas Coast.

Oyster Supplies Generally Adequate

Gulf oyster supplies were generally adequate during September, but dealers expect that good oysters will be difficult to obtain later in the season. Shucking houses had not begun operation as of the middle of September, and some operators believe that they will not shuck since they can fill their requests with oysters from the Chesapeake Bay at a saving.

The prices at production points at the beginning of the 1949-50 oyster season ranged from \$3.50 to \$4.00 per sack f.o.b. New Orleans. The lower price generally applies to oysters from public reefs, while the higher price is for planted oysters.

August Seafood Production

Shrimp production in the main landing areas of the Gulf for the month of August totalled 52,900 bbls., which was approximately the same as in August, 1948. The catch was heaviest in the New Orleans and lower Mississippi River area, totalling 15,300 bbls.

For the first eight months of the year the shrimp take was 163,700 bbls., and showed a gain of 14,100 over production during that period of 1948. The New Orleans and Lower Mississippi River area was the leading section, with 38,400, while the Houma, Chauvin and Dulac region was next, with 26,200.

An increase of 900 bbls. was shown in the August oyster yield, when compared with that of July, but there was a drop of 1,100 bbls. from August, 1948 figures. Production for the month was 3,000 bbls. With the exception of 23 bbls. landed in the Mobile, Bayou LaBatre area, all of the oysters were taken in the State of Louisiana.

During the eight-month period of 1949, 611,700 bbls. of oysters were brought to port, which was slightly more than the 604,000

bbls. landed in 1948. The New Orleans and Lower Mississippi River area took first place, with 218,200 bbls., and Biloxi, Miss. was next, with 116,500.

Hard crab landings for the month were 1,084,000 lbs., in comparison with 1,128,400 lbs. in July, and 1,483,600 lbs. in August of last year. With 642,800 lbs., the Morgan City, Berwick and Patterson section had the largest production of hard crabs.

A decline of 2,968,000 lbs. was shown in the hard crab yield for the first eight months of 1949, as compared to the same period of last year.

Mullet, red snapper, grouper, flounder, and spotted sea trout accounted for most of the August salt-water fish catch of 556,500 lbs. Landings for the month were 99,900 lbs. less than in July, but were 106,900 lbs. more than in August, 1948.

Production of salt-water fish for the eight-month period was 5,540,100 lbs., against 4,405,100 lbs. last year. The Mobile, Bayou LaBatre area accounted for the largest part of the total, 2,290,500 lbs., and also had the highest catch for the month of August.

Holcombe Heads Shrimp Cannery

At a meeting of the board of directors of the National Shrimp Cannery and Packers Association, formerly the National Shrimp Cannery Association, held on September 14, the following officers were elected: president, T. B. Holcombe, Indian Ridge Canning Co., Houma, La.; vice-president, A. O. Soares, Biloxi Canning and Packing Co., Biloxi, Miss.; and vice-president, John Versaggi, Versaggi Shrimp Co., Patterson, La. Miss Leonora Decuers of New Orleans, La. remains in her position of secretary-treasurer.

Louisiana Shrimp Festival Features Blessing of Fleet, Water Parade

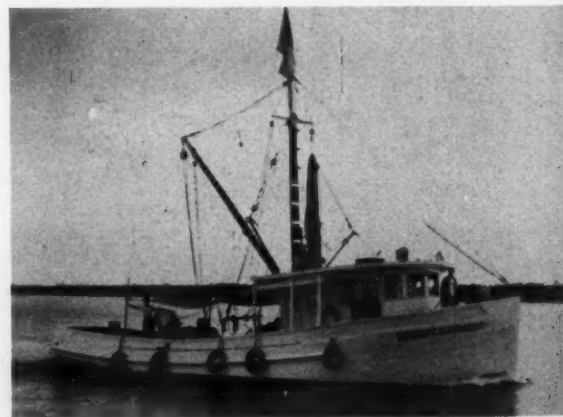
With their fancy pennants and colorful bunting removed, the Morgan City shrimp fleet moved into the Gulf on Sept. 19 after a gala week-end highlighted by the fourteenth annual Blessing of the Fleet.

The trawlers were the toast of the town the day before, as hundreds of visitors rode their decks in a gala water parade while thousands of others watched from the banks of Berwick Bay.

The Blessing of the Fleet and Water Parade of Trawlers lived up to the most extravagant phrases ever used to describe the beauty and significance of this annual "moving picture in technicolor" on Berwick Bay.

The priests in black robes and white surplices and stoles, the altar boys in red and the flagship, *Lucky Star*, spotlessly white, made an unforgettable tableau. The *Lucky Star*, owned by E. J. Pacetti, had Capt. Nick Protich at the helm.

The picturesque features were doubled this year through the cooperation of captains and owners of trawlers and other craft,



The 60' shrimper "Robert B. Favret" owned by De Jean Packing Co., Biloxi, Miss., and skippered by Capt. Ernest Ross. She is equipped with a 100 hp. Caterpillar Diesel with an MG-200 Twin Disc clutch, Columbian propeller and Ederer nets.

and by the hosts aboard guest boats. Flags, pennants, crepe paper streamers, balloons, festooning and other decorative touches had been added not only to the trawlers, but to the tugs and barges, huge oil company vessels, cabin cruisers, luggers, etc., participating in the pageant.

The Shrimp Festival Association had stocked fourteen guest boats with sandwiches, shrimp and cold drinks, and waiters to serve the refreshments, so that special visitors here for the occasion were afforded the finest possible hospitality.

The Festival started Friday, Sept. 16, which day was devoted to a program of sports. At the Coronation Ball on Saturday, Miss Jackie Plessala was crowned Queen, and Pete Guarisco was chosen Festival King.

There were street parades, speed boat races, under the auspices of the American Power Boat Association, fireworks and exhibits of marine supplies and seafoods. Natural resources were displayed by the Fish and Wildlife Service.

Louisiana Opens 5 Shrimping Areas

The Louisiana Wild Life and Fisheries Department on Sept. 12 opened to shrimping five areas closed since the season started August 8. They were East Cote Bay, West Cote Bay, Vermilion Bay, Weeks Bay and White Lake.

Commissioner Ernest Clements stated that the ban on shrimp fishing had been necessary because shrimp had been running too small. He said tests, however, showed that shrimp were running about 60 to the pound the first of September, which is considered fairly good commercial size.

Seek Ban on 100' Shrimp Nets in Bay

The Iberia Parish Police Jury will petition the Louisiana Conservation Department to bar 100' shrimp nets in Vermilion Bay, it was announced during the regular monthly session of that body Sept. 8.

Action of the Jury followed the appearance at the meeting of a delegation of Vermilion Bay commercial shrimpers, headed by Clemile Renard. Renard, acting as spokesman for the group, asked that action be taken to limit the size of trawls in the Bay, declaring, "It is unfair to commercial shrimpers who have small boats with correspondingly small trawls to allow larger shrimpers who operate year-round to enter Vermilion Bay with 100' trawls."

Alabama Undersized Shrimp Law To Get State Court Test

A group of Baldwin County fishermen started Alabama's shrimping law on its way to a test in State courts Sept. 7. Eleven men, charged with catching undersized shrimp in Baldwin waters, appealed their cases to the Baldwin Circuit Court after Justice of Peace M. R. Howell had assessed each defendant the costs of court.

Judge Howell's decision came in the case of John A. Nelson of Bon Secour, whose case was described as similar to all the other cases. Judge Howell declared from the bench: "Under my interpretation of the law, this defendant is guilty of a violation, but in view of my firm belief the State opened the shrimping season too early this year—in which situation fishermen could not avoid catching some undersized shrimp—I am not going to fine this defendant."

The State law requires that shrimp count not more than 40 to the pound, but the point of controversy is whether or not the law allows fishermen to "cull" shrimp. Perry Prescott, who has charge of seafood law enforcement forces of the State, told the court that when he and his inspectors find shrimp on the deck of a boat after trawls have been opened, "we presume that the fisherman has such shrimp in his possession for sale, whether they be of legal size or not." Prescott contended fishermen should scoop into their trawls with dip nets and take quick samples, then dump the shrimp back into the water as quickly as possible.

A. C. Eperson, attorney for the fishermen, maintained it is impossible to pull in a trawl without catching undersized shrimp. The attorney brought from Prescott an admission the law does not stipulate the size of the mesh in shrimp nets. Eperson pointed out that if the mesh is small, it is less likely that small shrimp can escape from the trawls.



A catch of sturgeon taken in Mobile Bay off Fairhope, Ala. The boat is the 38' shrimper "Anna Louise", owned by E. J. Roberts of Fairhope, and skippered by Capt. John R. Greggs. Gulf lubricating oil and Columbian rope are used.

During the discussion, practically everyone agreed that small shrimp dumped out on deck for sorting die before they can be put back into the water. It was this loss that fishermen protested vigorously, contending they should be able to sell what is taken from the water and which cannot remain alive although thrown back.

Addition to Mobile Fleet

The former 75' yacht *Flying Cloud* has been brought from Buffalo, N. Y. to Mobile, Ala. to be refitted as a fishing smack. Owned by Star Fish & Oyster Co., Mobile, the yacht's name has been changed to *The Buccaneer*. She will be put into service for snapper fishing on Mexico's rich Campeche Banks, taking the place of a boat which sank there several months ago. The craft has quarters for 21 people.

Construction of Laboratory Under Way

Construction is well under way on the Alabama Conservation Department's new marine biological laboratory at the Cedar Point cut-off. Plans call for a laboratory complete with oyster and shrimp experimental ponds. In addition, space has been provided for offices of the Sea Food Division, whose headquarters in the Cedar Point section will be moved to the new location.

In charge of the laboratory will be A. M. Belhar, biologist, a graduate of Loyola University, New Orleans. He has been training with Dr. Philip Butler of the Fish and Wildlife Service at that agency's Santa Rosa Sound marine laboratory, near Pensacola, Fla.

Protest Proposed Bridge Closing

As of Sept. 27, the U. S. Corps of Engineers at Mobile, Ala. had received 26 formal protests against the Alabama State Docks application requesting permission to keep a railway bridge over Three Mile Creek closed between the hours of 11 p.m. and 7 a.m. As a result, the Corps of Engineers will study all protests before any action is taken on the application, and in the meantime the bridge will continue to operate as at present.

Fishermen who keep their boats moored in the Industrial Canal said if they had to wait until 7 a.m. to leave for the fishing grounds, they would waste most of a day. The Star Fish and Oyster Co., Mobile, filed a protest stating that if the bridge is not opened during the hours in question, it could endanger perishable cargoes.

Pascagoula Offers Base for Research Boat

The Port Commission, through W. R. Guest, Sr., president, has offered the Fish and Wildlife Service free dockage and office space for the basing of a fisheries research trawler at Pascagoula, Miss. Two trawlers, the *Oregon* and *Alaska*, have recently been transferred to the Service, but will have to undergo repairs and conversion before being released for Gulf service.

It is believed that tuna may be found in sufficient quantities in adjacent Gulf waters to be of valuable assistance to fishing and allied industries, and the two boats will be used in exploratory research.

Florida Sponge Disease Being Investigated

The sponge industry in waters off Florida and Cuba is threatened by a new disease which in the last few months has seriously damaged sponge fishing from Tarpon Springs to St. Marks, Florida, the U. S. Fish and Wildlife Service reported recently.

A study of the sponge disease by the Service has been underway in cooperation with George Vathis, State Supervisor of Conservation, Florida, and Dr. F. G. Walton Smith of the University of Miami Marine Laboratory. Boats making the survey are the *Pompano* and the *Athens*—the latter boat, with crew, being donated by George Georgiou, a sponge fisherman, and captained by Sozon Vatakiotis.

The two boats are making a second attempt this year to determine the cause of the sponge disease in the Gulf. The Government boat is fully equipped to conduct sponge tests while in the Gulf.

Commercial sponges, non-commercial sponges, and varieties of coral are killed by the disease—which was first noticed in December 1948. A similar disease in 1938-39 killed practically all sponges in waters deeper than 10 fathoms. At present, most of the remaining sponges—now hit by disease—lie within four fathoms.

According to Louis Rivero, professor of zoology and marine biology at the University of Havana, the Florida sponge beds are under attack from the same blight which infests 80% of the sponge beds off the south coast of Cuba.

However, many Tarpon Springs sponge boat captains have denied that a blight is responsible for recent low production. They maintain beds were harvested too closely during the war, when prices were high, and it will take time for sponges to grow out.

Others have supported the disease theory described by Rivero, who is to continue his study of Florida marine life in the Sarasota area. From there he planned to go to Miami.

Urge Higher Tariff on Sponge Imports

Senator Pepper Sept. 13 asked the Tariff Commission in Washington, D. C., to reconsider an application by the Tarpon Springs sponge industry for an investigation of the sponge import situation. The sponge industry wants a higher tariff placed on Mediterranean sponges coming into this country.

The Commission recently split 3-3 on a motion to order the investigation. Since there was no majority view, the inquiry was not ordered and the application dismissed.

Shrimp Boat Ventilation Regulation

The Coast Guard will adopt a lenient attitude to shrimp boat operators who "are making a sincere and reasonable effort to install adequate ventilation" for the engine spaces in shrimp boats, Lieut. Comdr. C. W. Quinby, officer in charge of marine inspection at Jacksonville, said recently.

The shrimp operators had requested a waiver of the safety requirements until after the next closed shrimping season in the Spring of 1950. Most shrimp boats enter overhaul and repair boat yards during the closed season.

Federal regulations require that all motor boats and shrimp boats, built or decked over since April 24, 1940, must have two ventilators in the engine spaces if the vessels use gasoline engines for main or auxiliary power.

Due to a misunderstanding of the regulations, Quinby said, ventilators were omitted from many new boats having auxiliary engines.

Quinby earlier announced that December 1, 1949 would be the deadline for installing the ventilators. This later announcement indicated a concession to those operators who will make the installation at the earliest practical date.

Frank Fant Retires

Frank Fant, a veteran in the fishing business, has retired and turned over the Jacksonville Fish Co., Jacksonville, to his son, Frank. Mr. Fant entered the seafood industry in 1909 under the employ of Capt. F. S. Terry, whose firm had fish houses in Charleston and Columbia, S. C., and in Augusta and Savannah, Ga. While engaged in business in Savannah, he organized the Savannah Wholesale Fish Dealers Association.



The 45' shrimper "Smiles" owned by United Seafood Co., Apalachicola, Fla., and skippered by Capt. C. C. Ernest. She is equipped with an 82 hp. Caterpillar Diesel, 30 x 28 Michigan propeller, Linen Thread Co. Gold Medal nets, and uses Gulf lubricating oil.

In 1921, he organized the Southern Fisheries Association, covering all the Southeastern States, and served as president of that organization for several years. He was one of the pioneers in the U. S. Fisheries Association, the first national organization of its kind, and in 1925 was elected president of the group, serving for two years in that capacity.

Exempt from Sales Tax

Fishing boats and equipment, including nets, are specifically exempted from a 3% limited State sales tax given final approval on Sept. 24 by a special session of the Florida Legislature.

Other exemptions from the act, which is expected to produce some \$42,000,000, include all groceries, fish and other seafood products.

Virginia Seafood Festival Highly Successful

The second annual National Seafood Festival, held at Hampton on September 16-17, was highly successful. Nearly 100,000 persons witnessed the parade, and about 2,500 persons enjoyed the mammoth outdoor public seafood feast at Langley Air Field Base.

The Festival opened with the arrival of King Neptune, who joined Queen Lorelei in Hampton for her coronation. This was followed by the parade, depicting seafood fame, with approximately 25 bands and 25 floats.

Included on the menu for the outdoor seafood feast were broiled flounder steak, smoked butterfish, deviled crabs, clam chowder, and oysters. The committee in charge of the seafood feast was headed by Mrs. Marvin L. Amory, wife of a Hampton seafood dealer.

Dolf Henry, widely known Eastern Virginia epicurean, assisted with the feast. He was aided by Mrs. Rose G. Kerr, Fish & Wildlife Service home economist, who demonstrated the preparation of seafoods.

All Virginians May Haul Seine on Potomac

The Potomac River has been thrown open to all Virginians for haul seining. A Virginia statute previously required that only residents of each County along the Potomac River could haul seine there between June 1 and October 1. But the law was ruled inoperative in a recent court case because Section 3303 of the Code of Virginia says: "...and this law shall be in effect during the existence of similar law in the State of Maryland." Maryland repealed its law in 1884.

Gillers Taking Spot, Blues and Menhaden

Gilling in Tangier waters started on September 1, and the fishermen have made some fairly good catches of Norfolk spot and blues, and still larger catches of menhaden. Four gillers were fishing the Tangier creeks the latter part of September.

Capt. John L. Crockett is gilling in Shankes Creek, where he is making some good catches of trout, bluefish and menhaden. One night he caught 200 spot, 80 blues, and some 1,500 men-

Maryland Department Asks Funds For Oyster Ground Survey

Maryland's State Department of Research and Education has included in its budget request for next year funds for a survey of Maryland oyster bars. It would be the first such survey in 50 years.

The Department asked \$34,925 for the first year of what it said would be a three-year project. It said the project would cost \$22,479 the second year and \$22,022 the third year.

Purpose of the proposed survey, the budget request explains, would be to find, for the benefit of conservationists and oystermen, which charted bottoms are producing oyster beds and which are not.

The Tidewater Fisheries Department has voted to experiment with a young oyster transplanting program modeled on New England techniques. Instead of waiting a year before taking young oysters off spawning bars, the Department will move a large batch when they are only two or three months old.

Several thousand bushels of the seed oysters will be taken from the spawning bars in Punch Island Creek, Dorchester County. They will be dumped on growing bars in the Patuxent River and on Parkers Rock, Anne Arundel County.

Blue Crab Season Extended

David H. Wallace, chairman of Maryland's Department of Tidewater Fisheries, has announced that the abundance of blue crabs this year in Chesapeake Bay waters of Maryland is so encouraging that the crab season will be extended until November 30. Wallace reported that an unprecedented number of crabs were moving northward into the Chesapeake Bay and its tributaries. He said that large numbers were reported in the Severn River, and that in some instances crabs were so numerous they had crawled up on piers. All indications point to a record blue crab catch in the State of Maryland this year.

For several seasons there has been a falling off of crabs and the packers have been buying from Virginia and Delaware, but during September the Maryland supply was so large the packers could scarcely handle the catch.

Fear Big Hauls Will Deplete Croaker Stock

John W. Sherwood, long prominent as a conservationist, is not nearly as worried about the reported shortage of croakers or hardheads in the Chesapeake Bay as he is perturbed by the big catches "which threaten to deplete the stock of this fish."

Sherwood related that he had learned from an "authoritative

haden. Capt. Charles Angel, fishing in Oyster Creek, recently captured about 300 spot, 20 blues and 1,800 menhaden with a short net. The best catch of the month was made by Capt. William Pruitt. Gilling in the Bay west of Goose Island, he captured 450 spot, 25 blues and about 2,500 menhaden.

Tangier gilliers are selling their blues and spot at 20c a pound, and their menhaden at \$1.00 a bushel.

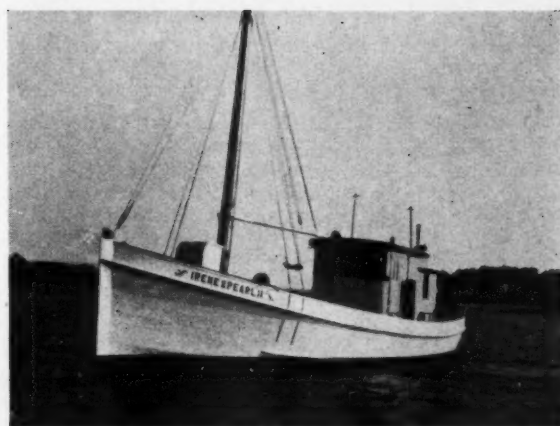
Large Croaker Catch

One of the largest croaker catches of the season for Gloucester County was reported Sept. 20, when Marion Hogge of Perin caught 277 boxes. Croakers are currently bringing between \$17.00 and \$19.00 per box, according to officials of the York River Seafood Co., who purchased the entire catch from Mr. Hogge.

Henry Armistead of Mathews landed about 100 boxes of croakers on Sept. 12, and 90 boxes on the following day. Walter Burroughs also has had some good catches. George Diggs, a haul seiner, recently caught 140 boxes of spot, which he sold for \$12 a box. In general croakers have been scarce this season.

Hampton Roads Area Landings

Totalling 1,407,300 lbs., Hampton Roads area fish production for September was 82,300 lbs. ahead of August, but dropped 482,700 lbs. from September, 1948. The pound net catch accounted for 1,229,900 lbs. of the total, with the remainder being taken up by dragger landings. The top species was croaker, landings of which amounted to 467,700 lbs. Second position was taken by sea trout, with 294,600 lbs., followed by spot, with 270,500 lbs.



The 62' run boat "Irene & Pearl II" skippered by Capt. James A. Templeman of Perrin, Va., who with Isaac Fass of Portsmouth, Va., is co-owner. Used to run fish from pound nets to the Isaac Fass plant in Portsmouth, she is equipped with a 171 hp. Buda Diesel, 2:1 Twin Disc reduction gear, Willard batteries and 42 x 38 Columbian propeller.

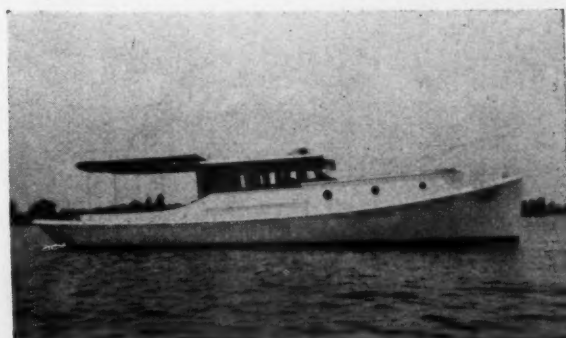
source" that a group of fishermen had taken in two succeeding weeks catches of twelve tons of croakers off Love Point. Their nets were set out for rock, but they hauled up a catch composed almost entirely of hardheads. The next week they set their nets in precisely the same area and came up with an identical catch.

1948 Crab Catch in New Bulletin

A new bulletin published by the Maryland Department of Research and Education from data gathered through the co-operation of the crab packers and shippers of the State reveals that over \$2,000,000 worth of crabs were handled in Maryland last year, not including the costs of processing, packing, distributing or selling. About 16,000,000 lbs. of hard crabs and 8,000,000 soft crabs and peelers were caught in Maryland waters.

An additional 8,000,000 lbs. of hard crabs were imported, chiefly from Virginia. The Winter pack of hard crabs, from December 1, 1947 through March 31, 1948, included 33,000 barrels of imported crabs, valued at nearly \$300,000, 80% of which was processed at Crisfield. Approximate records, collected every year by the Department of Tidewater Fisheries, indicate that the catch was below average, but the value was among the highest on record.

Under the new system of catch reporting, it is possible for the first time to measure production in the rivers and parts of the Bay for each month and by each method of capture. Trol-lines for instance, caught over 12,000,000 lbs. of hard crabs. The pot catch, which has never before been measured, included almost 4,000,000 lbs. The Choptank River provided more hard crabs than any other area, over 3,000,000 lbs. Tangier Sound was the source of 75% of the soft crabs and peelers in the State.



The Chesapeake troller "Spray" owned by B. G. Griffith of Broadwater, Md. and skippered by Capt. George Shaw. She is equipped with a Chrysler marine engine and Federal propeller.

Great Lakes Mixed Fish Catches Above Average

Commercial fishing was considered fairly good in September, generally, and catches of mixed fish from all five of the Great Lakes were above average. Rough fish yields in the Lakes have been good, and several big herring catches were reported in the Lake Huron and Lake Erie areas recently. Walleye pike and perch production from the Green Bay area has been fairly good. In the Bay de Noc area, some sizable takes of suckers have been made.

There has been a decline in gill net catches of lake trout and whitefish in the Great Lakes region, although it was not considered serious. In Lake Superior waters, the commercial lake trout trollers were getting excellent catches of lake trout, and the set hook line fishermen were getting substantial yields just before the lake trout season closed. Whitefish production from Lake Michigan appears to be holding up nicely; but the gill-netters complain of the decline in lake trout yields there.

The bulk of the fish production from Lake Huron recently has been made up of lake perch, small whitefish, northern pike, herring, bass, bullheads, catfish, pickerel, sheepshead, buffaloes and chub. Lake Erie fish yields are similar except that blue pickerel and yellow pike and some trout are, together with whitefish, the heaviest in the total fish hauls there. Lake Erie is also producing increasing amounts of ciscoes (herring) at present.

As the weather becomes cooler, fishermen anticipate even better yields of herring.

From Lake Ontario mixed fish takes have been, generally, fair to good on both the American and Canadian sides of the Lake.

Lake Michigan Fishermen Form Cooperative

Commercial fishermen from Illinois, Indiana, Michigan and Wisconsin recently organized a cooperative to market fish they take from Lake Michigan. Mathon Kyritsis, a commercial fisherman of Waukegan, Ill., who has been actively engaged in bettering the interests of the fishermen, was elected temporary chairman of the organization, named the Lake Michigan Cooperative Association.

Kyritsis reported that the cooperative will seek higher prices for Lake Michigan fish, and plans to construct a plant with processing, storage and selling facilities.

Lake Huron Boats Move to Bay de Noc

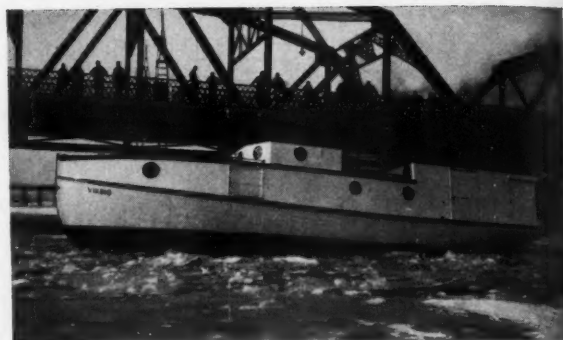
Harold Lamb, commercial fisherman of Rogers City, Mich., who had been operating on Lake Huron, moved his fishing boats, the *Osprey* and the *Low Carol*, to the Bay de Noc area near Escanaba, Mich. recently to carry on netting operations. Also at Escanaba is Pete Hosko's fish tug *Leila May* from Lake Huron waters. Hosko hails from Alpena, Mich., and uses 11 trap nets. These boats will fish for "rough fish" in the Bay de Noc area.

Profits from Fin-Clipped Trout

William Sellman, who is operating nets out of Manistique, Mich. for chubs, lifted 34 fin-clipped trout in one day. The Michigan Conservation Department pays \$2.00 each for these



The 35' all-steel fishing tug "Alex C." of Ontonagon, Mich. breaking 8" of ice. Owned by Russell Couture, she is equipped with 115 hp. Chrysler engine and 24 x 18 Michigan propeller.



The 43' x 12' x 5' "Viking" owned by Earl Wickman of Racine, Wis. and skippered by Capt. Leslie Wickman. She was built at Sturgeon Bay Boat Works, and uses Starr netting.

marked trout which were planted a couple of years ago. The fin-clipped trout weigh from $\frac{3}{4}$ to 1 $\frac{1}{2}$ lbs. at present. Some of them may go 2 lbs. in weight.

Lake Erie Fish Being Flown to New York

Meteor Air Transport, Inc., Teterboro, N. J., has been transporting Lake Erie whitefish from both sides of the Lake to the fresh water market in New York, guaranteeing the New York dealers against market losses if the fish are not delivered in time to be sold in the early morning. As soon as Food and Drug inspection arrangements can be completed, it is expected that shipments will pick up.

Saved from Carbon Monoxide Poisoning

Jim Nelson and Jack Schnurer, both 17, saved Donald Lloyd and Arthur Hough of Manistique, Mich. from possible death when the muffler on the Hough fish tug filled the cabin with carbon monoxide fumes on a recent fishing trip. The boys went into the cabin to get warm, and found Lloyd and Hough in a state of collapse. They opened all windows, and headed the tug back to Manistique where the fishermen were rushed to the hospital for treatment and quickly recovered.

Harbor Improvement for Holland

Army Engineers have approved a \$500,000 harbor improvement project for Holland, Mich., in which 2,600' of the Black River will be dredged.

Weak Point in Sea Lamprey

The Fish and Wildlife Service believes it has found a vulnerable spot in the sea lamprey. The lamprey has a structure of cartilage as a substitute for a conventional fish backbone, and this disintegrates faster. Thus, the Service thinks it has a good point of study in finding a method to destroy the sea lampreys of the Great Lakes by finding some substance which would disintegrate this cartilage and destroy the lamprey without killing off other fish.

New Editions of Navigation Charts

New editions of several Lake Erie navigation charts have been issued recently by the U. S. Lake Survey. Chart No. 33 covers the coastal waters from 13 miles east of Erie, Pa., to 7 miles west of Conneaut, Ohio; No. 363 shows Huron Harbor, Ohio; No. 365 is of Sandusky Harbor, Ohio; No. 376 covers Monroe, Mich. harbor; while charts 36 and 37 cover western regions of Lake Erie.

A new edition of Lake Huron Chart No. 537 has been issued by the U. S. Lake Survey, and covers the coastal waters from Thunder Bay Island to Presque Isle Harbor.

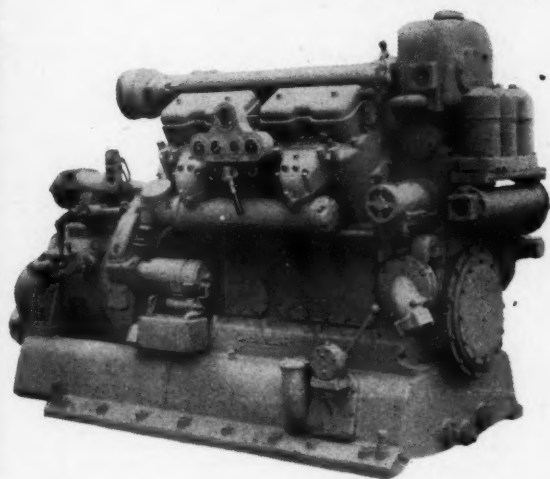
Three Munising Boats Get Depth Finders

James Taylor, who operates the Taylor Marine Service at Munising, Mich. on Lake Superior, recently installed Fathometers on three Munising boats, owned and operated by the Van Land-schoots. Taylor is dealer for General Motors Diesels, Twin Disc clutches and Fathometers in the Upper Peninsula of Michigan.

New Packard Dealer at Charlevoix

Packard Motor Car Co., in an expansion of its marine engine sales activity, has announced the appointment of W. H. Wallace and Son, as a dealer at Charlevoix, Michigan.

A New Marine 215 H. P. With More of That Golden Color—



Caterpillar Yellow

Come in and see it... Check it all over... See the most accessible, neatest, most conservatively rated marine engine of its H. P. class.

We will be happy to show you all of its features and details of construction—

Just drop in to

PERKINS-EATON MACHINERY CO.

376 DORCHESTER AVE.

BOSTON 27, MASS.

TEL. SOUTH BOSTON 8-4660

Getting a Boat Ready to Sell

(Continued from page 17)

to twirl the wheel a few spokes and if there is a lot of slack in the steering chain, it looks bad.

The fo'c's'le should be thoroughly clean, gear stowed ashore as mentioned before and in general good condition. The stove ought to be cleaned and oiled, not blacked, and the stove pipe in good condition, not smeared with a lot of aluminum paint to make it look in good condition. Clean out and empty grub lockers; it looks slovenly to see a lot of odds and ends left in them, and there is no excuse for it.

If the boat has a toilet room, it should be thoroughly clean and well ventilated. Likewise, lockers under the galley sink, the forepeak and other such places ought to be cleaned out and old oilskin clothing removed.

All gear which goes with the boat when she is sold should be stowed so that it is thoroughly accessible, and tagged with the name of the vessel. Of course, it is advisable to list such gear, as well as that on the boat, so that prospective customers can look over the list. Should a purchase go through, the customer as well as the former owner ought to have a copy of this list.

On the personal side, exaggerated claims on speed and fuel and lube oil consumption are bad policy. To one who knows, it would appear that if the owner would lie about such matters, he also would lie about the condition of the boat. The truth, even though somewhat unpleasant, often will sell a boat more readily to a real boatman than will a lot of flowery lies.

The ship's papers should be in order and available for inspection, and it is well to have all late receipted bills on the vessel handy. Many prospects would like to see them, if really interested in buying.

When the vessel is really ready to sell—clean, well cared for, everything in good mechanical order, not stripped to bare essentials or less, berthed in a good spot, and generally in good shape—it pays to list her with reputable brokers and to advertise her.




STARR Netting IS Better Grade



Talk to any experienced commercial fisherman about dependability in Gill and Seine Netting and he'll answer in one word—STARR. For over 50 years, Starr has been offering profit-seeking fishermen netting made from the finest quality twine and expertly knotted to give just the right mesh.

A. M. STARR NET CO.
EAST HAMPTON . . . CONN.



WHO FORGOT TO CAST OFF THE NEW BEDFORD?

Built for super-strength, NEW BEDFORD holds and holds and holds.

In addition to its super-strength, NEW BEDFORD offers you other distinct advantages... proper lay... resistance to weather... use of the best Manila hemp available... ease of handling... special treatments to meet special needs.

Whether your business is rope for ships or fishing, factories, mills or oil fields, ask your dealer for NEW BEDFORD cordage every time. You'll like its strength and flexibility... you'll profit from its toughness and long life.

Write NEW BEDFORD for your copy of booklet, "Knots And How To Tie Them"

NEW BEDFORD CORDAGE COMPANY
233 BROADWAY, NEW YORK 7, N. Y.

South Carolina Fishing Laws Challenged

A large group of commercial fishermen operating along the coast from Florida to North Carolina are challenging the legality of South Carolina's fishing regulations, it was disclosed Sept. 19. The petition directed to the Federal Court at Charleston charges not only that the regulations are unconstitutional but that they are administered unfairly so as to work an undue hardship on the fishing industry.

Among the regulations being attacked as unconstitutional are those which provide for the confiscation and condemnation of fishing vessels allegedly violating restrictions, the arrest of fishermen without warrants and a dollar-per-foot tax on the vessels.

They further charge that agents of the State Board of Fisheries roam far beyond the limits of jurisdiction to make arrests so that the vessels have been compelled to go far out to sea, beyond the regular shrimp areas, with resultant operating losses.

Two Shrimp Trawlers Explode

The 65' shrimp trawler *Ellen Jane*, owned by John H. Gay, blew up at the Gay Fish Co. dock near Hunting Island Sept. 23. The accident occurred as the fleet of approximately 15 boats operating from the dock was preparing to leave.

The force of the explosion, which blew the cabin off the trawler, threw the two co-Captains, William Brown and Oscar Robinson, and two deckhands into the blazing hold. Peter Haynes, another deckhand, pulled the men clear of the fire and pushed them into the water to extinguish their burning clothes.

The 37' shrimp trawler *Elizabeth*, out of St. Marys, Ga., Capt. Andrew Fleming, was reportedly a total loss when she exploded and burned at the Palmetto Seafood Co. dock at Sams Point Sept. 14. The four men aboard at the time escaped serious injury.

Quinn Bros. Moves

John M. Quinn, co-owner of the Quinn Bros. fishery, announced Sept. 27 that the Company had closed operations on Edisto Island and had moved to Florida and North Carolina.

He said that although the boats had made large menhaden catches earlier in the year, having taken more than 8,000,000 fish for which they received good prices, they recently had failed to find many schools of the fish.

Fisheries Institute Campaign

(Continued from page 16)

stressed the value of fish as a food for children, even very young children. The result has been a full-length article in "Parent's Magazine", a syndicated article sent out by King Features, and an article in "Forecast for Home Economists" about fish served in the schools.

Along these same lines, encouraging children to eat fish, another project has been the inclusion of fish and shellfish in the federally supported School Lunch Program. In cooperation with the U. S. Fish & Wildlife Service, the NFI worked for an amendment to the Program that would make this possible; and late last year the Service announced that its Branch of Commercial Fisheries would concentrate its 1949 market development efforts on introducing fish into the schools.

The Institute has cooperated extensively with other industries to the benefit of all concerned. For instance, during Lent, the Wine Institute and the NFI carried on a cooperative campaign in sending recipes and pertinent information to editors and radio broadcasters.

Too, the Institute has always worked with chain stores and other food groups, with the result that fish has been featured in advertising and recipe leaflets. In like manner, cooperation with hotel and restaurant associations has resulted in fish being featured in displays and served at restaurant conventions.

The opportunities for informing the public about fish as a food have been almost too numerous to mention. New opportunities present themselves day by day, and as they appear they are worked out. The promotional program of the NFI is on a firm basis to induce people to eat more fish.

WESCO COD-END PROTECTOR

Outwears 10 to 15 Cod Ends

The Wesco Cod-End Protector will outwear 10 to 15 cod ends. Proven in actual use for 3 years, it has given 8 to 14 months' service, outlasting 20 to 25 salted green hides.

A new tanning process removes all bacteria from the hide, virtually eliminating deterioration. No preservative is needed, and the hide can be left on the net.

There is a Wesco Cod-End Protector to fit the nets of any size dragger or trawler. It is made with uniform holes punched, ready to attach to your net.

WESTERBEKE FISHING GEAR CO., INC.

HEADQUARTERS FOR FISHING EQUIPMENT AND MARINE HARDWARE

279 Northern Ave., Boston 10, Mass.

Branch Store and Warehouse at Gloucester



Wesco Cod-End Protector on Boston dragger "Little Nancy", skippered by Capt. Frank Sanfilippo. Owner Capt. John Bruno, who also uses Wesco Protectors on his "Catherine B." and "J. B. Junior", is well satisfied with them. He says their extra toughness makes them last longer.

North Carolina Shrimpers Operating off Southport

Southport shrimp boatmen reported that the biggest mass of shrimp they had seen in years was moving down the coast and onto their trawling grounds the end of September, and predicted heavy hauls.

Until Sept. 24 the shrimp were reported east of Bald Head Island, extending north of Wrightsville Beach, a distance of more than 20 miles. Bad weather early the following week forced most boats to remain at their moorings. A huge shrimp fleet, most of the boats from North Carolina and South Carolina, is operating directly off Southport.

Changes in Beaufort Laboratory Personnel

Dr. Walter A. Chipman, who has been engaged in shellfish investigations at the Fish & Wildlife Service's College Park, Md. laboratory, has been transferred to the Beaufort Fish & Wildlife laboratory, where he will continue his studies on the nutrition of oysters. Dr. H. F. Prytherch, formerly director of the Beaufort laboratory, has resigned.

On June 28, the Beaufort laboratory, relatively inactive for several years, was given fully active status again within the research program of the Service. It is under the jurisdiction of the Middle and South Atlantic Fishery Investigations of the Branch of Fishery Biology.

New Trawler at Davis

A new trawler recently placed in service at Davis, N. C., is the 57' Evelyn D. Smith owned by T. B. Smith and captained by Leroy Hill. Built by Cannon Boat Works, west of Morehead City, the vessel has a beam of 16' and draft of 4'6". Her fish hold capacity is 20 tons, and accommodations are provided for 3 men in the deckhouse.

Power is furnished by a 165 hp. General Motors Diesel with

3:1 reduction gear, which turns a 38 x 30 Michigan propeller to give the boat a speed of 10 knots. A Twin Disc power take-off operates a Stroudsburg hoist on which Bethlehem wire rope is used. The trawler is equipped with Ederer nets, Hudson American Corsair radiotelephone, Willis gas range, Kidde fire extinguishers and 32-volt Auto-Lite batteries, and is painted with Pettit paint.

Rare Fish

North Carolina ichthyologists thumbed their books to identify an odd-looking fish caught at Wrightsville Sound Sept. 15. The puzzler weighed 1½ lbs., was scaleless and polka-dotted, had black-and-white fins and tail and wore its eyes on the top of its head. Experts finally decided to call it a stargazer, a rare breed hard to find even in its natural habitat, the Gulf Stream.



The new 57' trawler "Evelyn D. Smith" owned by T. B. Smith of Davis, N. C.

Which *Universal* do You need?

Each is a Better Fishing Motor—
Built For the Sea, Not Converted For It!

UNIVERSAL CRUISER SIX

The outstanding six in the fishing field. Develops an HONEST, 90 horsepower with ease and economy. 260 cu. in. piston displacement. Will last the life of your boat, thanks to 100% marine design and construction. It's BUILT for the sea, NOT CONVERTED for it!



UNIVERSAL SUPER-FOUR

A powerful four of 50 horsepower at 3000 r.p.m. Top performance and low operating costs have made this the preferred in its class. Has such GENUINE marine features as chrome nickel-alloy iron castings to prevent corrosion, larger water jackets for more efficient cooling.



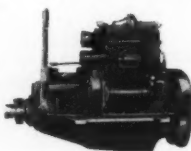
UNIVERSAL UTILITY FOUR

World's most famous 100% marine motor. Thousands power fishing boats. Service is measured by tens-of-years! Economical and dependable beyond belief. 25 horsepower at 2500 r.p.m.



UNIVERSAL BLUE JACKET TWIN

Always a favorite of fishermen. Huskily built, smooth and extremely low cost to operate. 12 horsepower at 2200 r.p.m. Magneto or electric starting, built-in reversing gear.



UNIVERSAL FISHERMAN

Known and respected everywhere men fish. Absolute dependability, amazing economy, long life. One-cylinder water-cooled, 8 hard-working horsepower at 1200 r.p.m.



NEW: See the new small Universal 1-cyl., water-cooled true marine lighting plants at your dealer. Safer, quieter, saves on insurance costs! 300 watts to 35 kw. WRITE for literature on Universal 100% marine motors and lighting plants today!

Universal
100% MARINE

Universal Motor Co.

436 Universal Drive, Oshkosh, Wis.
The World's Largest Builder of 100% Marine Motors



The 86' dragger "Marjorie" at Packet Pier, Boston, Mass. Owned by Capt. Joseph Giacalone, she is powered by a 180 hp. Model LM-600 Cummins Diesel with 2.5:1 Capitol reduction gear, which gives her a speed of 9½ mph. The vessel's fish capacity is 85,000 pounds.

Boston Dragger "Venture II" Founders off Truro

The 99' dragger *Venture II*, owned by Parker and Soule of Boston, went down Oct. 2 near the Peaked Hill Bar Buoy, several miles east of Truro. Her 11-man crew put out on the rough seas in three lifeboats, and was picked up by other fishing vessels after battling the waves in the small craft for nearly three hours.

Seven of the survivors of the *Venture II* sinking were picked up by the New London fishing vessel *Marietta and Mary*, and then transferred to the *Olympia*, which took them into Boston. The others, among which was Capt. James J. Wall of Medford, were taken ashore at Provincetown by the *Marjorie*.

Crew members said the 22-year-old dragger was bound for the Channel Banks off the Cape when she struck a heavy object in the sea and water began pouring into her hull. In a short time the water short-circuited the ship's wiring and clouds of smoke filled the engine room. Her lights went out, leaving the struggling men in the pre-dawn darkness. They radioed for assistance, then tried vainly to attract some passing craft by sending up flares and even lighting fires on the deck of the ship. Finally, when the decks were virtually awash, they took to the lifeboats.

The *Venture II*, a reconverted Navy vessel, went down in 1946 in Gloucester Harbor after a dramatic race shoreward which started 10 miles out when a seacock broke and allowed a 4" stream of water to pour into her engine room. She was salvaged and put back into service a short time later.

Small Lobsters Planted

The Department of Conservation's drive to preserve the Massachusetts Bay lobster was strengthened in recent weeks with the release in North and South shore waters of 206,000 tiny lobsters, all less than an inch long and artificially raised.

Mother lobsters for hatching and rearing were supplied by the Atlantic Lobstermen's Co-operative and the South Shore Lobster Fishermen's Association. The program was under the direction of Francis W. Sargent, director of the State Division of Marine Fisheries, working with Thomas J. Powers, superintendent of the Fish and Wildlife hatchery at Gloucester.

Swordfishing Over for Season

No harpooners arrived at the Boston Fish Pier the latter part of September, and the opinion was voiced in many quarters that swordfishing was over for the 1949 season. Most of the vessels that were engaged in this trade were outfitting for groundfishing.

Suffers Face, Neck Burns

Gus Marasaca of Everett, a flounder fisherman, suffered burns of the face and neck Sept. 30 in an explosive flash fire that flared up in the engine of his 20' boat as she lay moored to Commercial Wharf at Boston. Marasaca was trying to start the engine when the blast occurred.

New Bedford Area Has Record Number of Bay Scallopers

A dearth of bay scallops in the New Bedford-Fairhaven-Dartmouth area was combined with the largest number of licensees in the area's history—about 1500—when the six-month season on the bivalves opened October 1. Early arrivals on opening day reportedly had little trouble securing their five-bushel-a-man limit, but as the day progressed fishermen were forced to search harder and many fell short of their quotas.

About 2,500 bushels were taken from Dartmouth waters October 1; 1,800 from Fairhaven; and 1,000 from New Bedford. Second-day catches in Fairhaven fell to 600 bushels, and third-day hauls to 400; ratios in the other towns were approximately the same. Prices ranged from \$4.75 to \$5.25 per gallon for shucked scallops opening day, and rose to \$6 as the supply grew smaller. The bivalves commanded \$7.50 and up per gallon last year. Total value of last year's catch, \$580,000, is not expected to be approached this year.

Tracy W. Marks, shellfish warden of Fairhaven, has asserted that the scarcity is due to failure of the seed to set properly, because of unfavorable weather conditions early in July. August Louis is warden in New Bedford and John J. Perry is the official in Dartmouth.

"Fannie Parnell" Burns and Sinks

The 56' dragger *Fannie Parnell*, owned by Manuel DeMello, Dartmouth, sank in about 50' of water a mile and a half off Cuttyhunk Oct. 2, a short time after she had caught fire. Her skipper, Capt. Joseph Reis of New Bedford, began investigating when he smelled smoke and, on looking into the hold, found a mass of flames. He called crew member Manuel Medeiros, also of New Bedford, and the two battled the blaze for nearly an hour, after which they fled to a lifeboat. They rowed three hours, finally reaching shore at West Island, near Fairhaven. The ill-fated dragger was built in 1916.

Good Sea Scallop Landings

New Bedford had a total of 25 scallop draggers over the week-end of Sept. 24-25, with a catch amounting to 20,050 gals. of sea scallops. The price was about \$3.50 per gallon.

Overhauling Activities

Peirce and Kilburn Corp., Fairhaven, finished this month a complete overhaul on John H. Seaman's 97' dragger *Mary & Joan* of New Bedford. The same yard has overhauled the engine of the 98' *Elva*, owned by Steven Michael Fishing Corp. of New York, and has repaired leaks near the vessel's rudder post; also has completed major repairs to the bow and stern of the 70' scalloper *Irene & Mabel*. This craft, owned by Cleveland Burns of Fairhaven, was struck by two boats, one forward and one aft, last month.

Capt. Sanchez Has New Salvage Craft

Capt. Edward Sanchez, salvage expert and veteran fisherman who owns the New Bedford dragger *Smilyn*, expected to send on her maiden voyage in mid-October a 110' Navy surplus ammunition barge which he has converted to a large salvage craft. The vessel has a 32' beam and has been equipped with an LSM winch capable of lifting 100 tons, which is to be augmented with a smaller LST winch able to lift 45 tons. The barge was tied up at Hathaway Machinery Co. wharf, Fairhaven, during her conversion period.

The dragger *Connecticut*, which sank between Nomansland and Gay Head in the Summer of 1948, is to be the barge's first assignment. Richard Saunders, deep-sea diver, will work with the Sanchez barge crew of eight men.

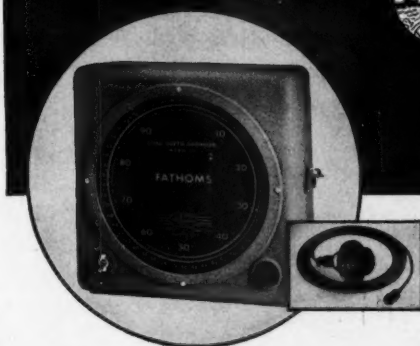
Yellowtail Leading Species in September

Total poundage of fish landed in the port of New Bedford in September was 8,411,625. The value, including \$364,560 in deep-sea scallops, was \$756,412.

Yellowtails led all other species, with 2,921,960 lbs., and trash fish were second, with 2,734,000 lbs. All species except blackbacks were below landings of September, 1948.

The average price received during the month for 963,412 lbs. of scallops was 37.84c per pound, an increase of about 3c over the price received in August.

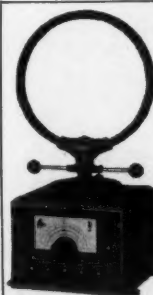
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Fish Landings for Month of September

(Hailing fares. Figure after name indicates number of trips.)

NEW BEDFORD

Adventurer (4)	154,700	Joan & Tom (2)	29,500
Alva (2)	5,500	Joan & Ursula (2)	64,300
Angeline (1)	9,500	John G. Murley (2)	96,200
Angenette (1)	3,800	Johnny Boy (3)	46,100
Anna C. Perry (4)	76,600	Josephine & Mary (2)	76,000
Ann & Marie (3)	5,900	Joseph S. Mattos (1)	44,000
Arnold (3)	70,500	June Bride (3)	71,900
Arthur L. (3)	103,100	Katie D. (1)	38,600
Automatic (1)	2,200	Kelbarsam (3)	41,800
Barbara C. Angell (2)	126,000	Madeline (2)	6,300
Barbara M. (3)	57,300	Maria Julia (4)	14,300
Barracuda (1)	6,000	Mary & Joan (2)	79,400
Bernice (3)	4,800	Mary & Julia (3)	151,500
Capt. Deebold (2)	50,500	Mary Anne (3)	124,800
Carl Henry (2)	89,400	Mary J. Hayes (3)	160,500
Carole June (3)	111,900	Minnie V. (2)	12,500
Catherine T. (3)	122,200	Mishaum (2)	4,500
Charles E. Beckman (4)	40,300	Molly & Jane (3)	63,200
Charlotte (1)	4,000	Noreen (3)	183,500
Christina J. (3)	85,700	Pam Ann (2)	104,100
Clinton (2)	23,000	Patricia Ann (2)	13,600
Connie F. (1)	14,000	Pauline H. (3)	110,000
Crest (1)	2,400	Penguin (3)	119,000
Dauntless (2)	33,000	Phyllis J. (2)	7,700
Ebenezer (3)	9,100	Portugal (2)	37,500
Edith (1)	6,000	Quest (2)	4,800
Eleanor K. (1)	4,500	Reliance (4)	8,900
Elva & Estelle (2)	49,200	Rosemarie V. (4)	49,100
Etta K. (3)	54,800	Sea Ranger (3)	139,300
Eugene & Rose (3)	75,200	Serafina (1)	2,600
Eva & Estelle (1)	31,500	Solveig J. (3)	142,000
Frank F. Grinnell (2)	46,500	Southern Cross (2)	4,900
Gannet (2)	98,000	Stanley B. Butler (3)	129,300
Gladys & Mary (3)	103,900	Susie O. Carver (2)	12,000
Growler (3)	101,700	Theresa (1)	8,000
Harmony (4)	29,000	Theresa & Jean (1)	50,200
Helen B. (2)	17,800	Two Brothers (NBD) (5)	53,000
Hope (2)	34,400	Two Brothers (R.I.) (1)	12,000
Invader (4)	65,500	Victor Johnson (3)	96,800
Ivanhoe (3)	94,300	Viking (NBD) (3)	96,700
Jacintha (3)	152,100	Viking (Chilmark) (4)	10,600
Janet Elise (3)	15,300	Wampana (3)	106,000
J. Henry Smith (1)	3,200	Whaler (3)	136,500

Scallop Landings (Gallons)

Abram H. (2)	850	Liboria C. (3)	2,600
Adele K. (2)	1,800	Linus S. Eldridge (3)	2,050
Agda (3)	2,250	Louis A. Thebaud (2)	1,050
Alice J. Hathaway (2)	1,150	Malene & Marie (2)	2,200
Alpar (2)	1,900	Malvina B. (2)	2,000
Amelia (2)	1,215	Marie & Katherine (1)	1,000
Antonina (2)	1,900	Marmax (1)	1,000
Antonio (1)	600	Martha & Katherine (1)	1,000
Barbara (2)	1,150	Martha E. Murley (2)	1,600
Bobby & Harvey (2)	1,600	Mary Canas (1)	1,600
Bright Star (2)	1,700	Mary D'Eon (2)	1,500
Camden (2)	1,900	Mary J. Landry (2)	1,500
Carol & Estelle (2)	2,000	Mary R. Mullins (1)	550
Catherine & Mary (2)	2,000	Mary Tapper (2)	1,650
Charles S. Ashley (2)	2,200	Moonlight (2)	1,900
Daggy (2)	1,950	Newfoundland (3)	2,150
Doris & Gertrude (2)	1,800	Olive M. Williams (2)	1,800
Dorothy & Mary (2)	2,000	Palestine (1)	850
Driftwood (1)	350	Pearl Harbor (1)	1,000
Elizabeth M. (1)	1,100	Pelican (1)	1,000
Eunice-Lilian (2)	1,500	Porpoise (2)	2,000
Flamingo (2)	2,050	Red Start (2)	2,000
Fleet Wing (3)	2,285	St. Ann (3)	3,000
Four Sisters (2)	1,600	Shannon (2)	1,600
Francis J. Manta (2)	1,900	Smilyn (3)	3,000
Friendship (2)	2,000	The Friars (2)	2,000
Idlewild II (1)	100	Ursula M. Norton (2)	2,100
Irene & Mabel (2)	1,000	Venture I (1)	1,000
Janet & Jean (2)	1,700	Virginia & Joan (2)	1,800
Jerry & Jimmy (2)	2,200	William D. Eldridge (2)	2,000
Kingsfisher (2)	1,800	William H. Killigrew (2)	1,785
Lainee K. (2)	1,250	William J. Landry (2)	2,000

Swordfish Landings (No. of Fish)

Rose Jarvis (1)	2	St. Anthony (1)	5	Winifred M. (1)	10
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NEW YORK

Blackhawk (2)	18,000	Portugal (1)	17,400
Katie D. (1)	50,000	Virginia (1)	51,000
Old Mystic (1)	25,000		

Scallop Landings (Gallons)

Antonina (1)	200	New Dawn (2)	625
Beatrice & Ida (2)	1,850	Norseman (1)	900
Benjamin Brothers II (2)	1,400	Peerless (2)	965
Bright Moon (2)	975	Quest (1)	400
Buzz & Billy (2)	1,800	Rainbow (2)	1,005
Catherine C. (2)	1,900	Reid (2)	1,850
Choctaw (1)	250	Richard Lance (1)	800
Falcon (1)	500	Rosalie F. (2)	1,800
Florence B. (2)	1,925	St. Rita (1)	875
Friendship (2)	1,900	S #31 (2)	1,950
Gloria F. (3)	1,925	Venture (2)	1,000
Gud Kay (2)	1,300	Victoria (2)	1,600
Julia K. (1)	500	Whaling City (2)	1,669
Mary Ellen (2)	1,400	Wm. D. Mangold (2)	1,100
New Bedford (1)	550		

BOSTON

Acme (7)	101,900	Maris Stella (3)	177,700
Addie Mae (7)	91,400	Marjorie (4)	81,000
Adventure (L. Tr'ler) (3)	262,700	Marjorie Parker (3)	109,500
Agatha & Patricia (4)	142,400	Marsala (4)	101,800
Alphonso (7)	79,900	Mary & Jennie (6)	80,500
American Eagle (4)	115,900	Mary W. (1)	46,900
Annie & Josie (7)	100,600	M. C. Ballard (2)	146,200
Arlington (4)	339,200	Michael G. (7)	96,500
Atlantic (4)	218,900	Michigan (3)	306,000
Automatic (1)	1,800	Nancy B. (4)	111,900
Ave Maria (Dragger) (5)	71,300	Nancy F. (2)	51,500
Bay (3)	215,700	Natale III (3)	79,700
Billow (3)	235,500	Neptune (3)	198,200
Bonnie (3)	256,000	Nova Antonio (1)	7,900
Breaker (3)	239,200	Ohio (3)	140,700
Breeze (3)	238,500	Olympia (3)	94,400
California (3)	90,100	Olympia LaRosa (4)	129,200
Calm (4)	379,300	Phantom (3)	161,200
Cambridge (3)	314,500	Phyllis & Mary (4)	84,900
Cape Cod (1)	12,100	Pilhasca (1)	10,500
Carmela Maria (Dragger) (3)	89,400	Pioneer (5)	82,100
Carmela Maria (L. Tr'ler) (5)	27,500	Plymouth (3)	227,300
Catherine B. (Dragger) (4)	115,000	Princess (6)	101,600
Catherine B. (L. Tr'ler) (5)	37,100	Quincy (3)	230,300
Cigar Joe (1)	30,100	Racer (3)	268,100
Crest (3)	316,200	Red Jacket (3)	265,500
Curlow (6)	81,200	Robert & Edwin (6)	69,300
Diana C. (6)	94,800	Roma (5)	65,700
Dorchester (3)	232,200	Rosalie D. Morse (3)	224,800
Drift (3)	278,700	Rose & Lucy (2)	68,500
Eddie & Lulu M. (6)	61,500	Rosemarie (3)	91,700
Elizabeth B. (3)	205,500	Rose Mary (7)	89,200
Esther M. (3)	241,600	Rosie (7)	107,300
Estrela (2)	164,800	Rush (3)	244,200
Eva M. Martin (7)	57,600	Sacred Heart (7)	93,200
Familia (3)	66,800	St. Anna (5)	36,900
Fanny F. Hickey (7)	96,300	St. Francis (1)	4,800
Flying Cloud (3)	242,400	St. Joseph (Dragger) (4)	123,500
4-C-688 (1)	4,800	St. Joseph (L. Tr'ler) (5)	27,000
4-C-887 (4)	9,000	St. Michael Angelo (6)	41,600
4-G-370 (3)	18,900	St. Peter (2)	87,500
4-G-673 (6)	21,600	St. Rosalie (1)	27,100
4-H-823 (6)	41,300	St. Theresa (4)	21,800
Francesca (6)	41,600	Salvatore & Grace (3)	85,500
Geraldine & Phyllis (3)	158,200	San Antonio (7)	39,600
Gudrun (3)	189,400	San Calogero (6)	75,200
Hornet (6)	81,900	Santa Maria (3)	88,100
Ida & Joseph (2)	63,900	Santa Rita (5)	27,900
Immaculate Conception (1)	18,800	Santina D. (2)	22,100
J. B. Junior (6)	227,100	Savoia (4)	28,000
J. B. Junior II (4)	54,500	Sea Fox (1)	17,900
Joe D'Ambrosio (6)	56,600	Sebastiano & Figli (8)	104,100
Josephine (5)	38,000	Serafina N. (2)	45,900
Josephine F. (4)	21,600	Six Brothers II (5)	29,700
Josephine P. II (4)	113,000	Surge (3)	310,900
Josie M. (7)	81,000	Texas (3)	219,800
Leonarda (6)	73,700	Thomas (3)	245,100
Leonard & Nancy (3)	127,000	Triton (3)	233,200
Little Nancy (4)	137,000	Two Pals (7)	88,400
Lorine III (4)	109,600	Uncle Guy (2)	61,300
Lucky Star (3)	236,000	Venture II (3)	195,600
Lynn (3)	252,600	Wave (3)	322,000
Maine (3)	246,200	Weymouth (3)	220,400
Margaret Marie (7)	89,500	Wm. J. O'Brien (3)	270,800
Maria Del Soccorso (7)	97,800	Winchester (4)	413,200
Maria Guiseppe (6)	31,000	Winthrop (3)	214,000
Marietta & Mary (4)	84,400	Yankee (4)	55,500

Swordfish Landings (No. of Fish)

Evelina M. Goulart (1)	53	Lady of Good Voyage (1)	71
Jorgina Silveira (1)	40	Mary M. (1)	23

PORTLAND

Alice M. Doughty (4)	179,000	Lawson (2)	64,100
Althea (3)	80,600	Lilo (6)	102,100
Andarte (2)	153,100	Manchinch (2)	112,600
Araho (3)	182,000	Mary & Helen (5)	55,500
Belle Isle (3)	131,000	Nautilus (1)	11,300
Bettina (1)	57,100	Nora Sawyer (7)	170,100
Cara Cara (3)	289,100	Ocean Wave (2)	65,000
Carolyn & Priscilla (2)	128,700	Randolyn (3)	82,100
Chanco (1)	95,000	Resolute (3)	123,600
Cherokee (2)	111,800	Richard J. Nunan (3)	185,500
Couner (2)	144,000	St. Michale (4)	15,900
Crescent (9)	308,000	Silver Bay (4)	328,900
Cynthia (5)	46,900	Theresa R. (1)	125,000
Elinor & Jean (6)	133,800	Theresa T. (1)	120,000
Ethelina (3)	172,400	Thomas D. (2)	270,000
Ethel V. Stowman (2)	99,200	Vagabond (2)	108,500
Eugene H. (2)	64,600	Vandal (3)	188,700
Evzone (2)	70,600	Vida E. (6)	142,900
Halcyon (2)	10,900	Voyager (2)	36,600
Hustler (1)	5,300	Willard Daggett (4)	60,300
Lawrence Scola (3)	87,900		

(Continued on next page)

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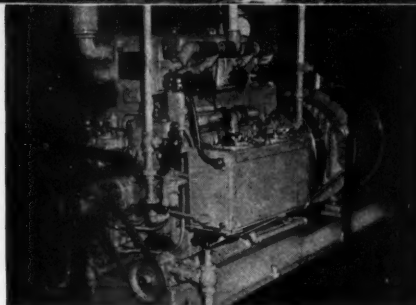
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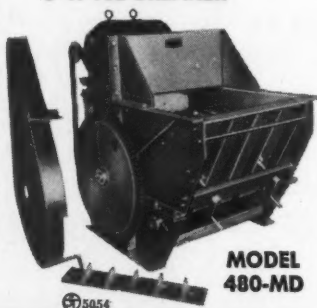
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Edward W. Shattuck, President

GLOUCESTER

Agnes & Myrnie (4)	41,000	Killarney (1)	200,000
Albatross (2)	330,000	Kingfisher (1)	190,000
Albatross III (1)	8,000	Leretha (1)	55,000
Alden (1)	4,000	Little Flower (4)	155,000
Alice Ann (2)	135,000	Little Joe (1)	12,000
Alvan T. Fuller (2)	226,000	Lois T. (6)	77,000
Angie & Florence (1)	43,000	Louise (1)	155,000
Anna Guarino (7)	98,000	Lousam (2)	11,300
Annie (5)	69,000	Mabel Mae (2)	376,000
Annie II (6)	69,000	Madame X (9)	126,000
Anthony & Josephine (11)	152,000	Madonna (4)	30,500
Ariel (8)	112,000	Malolo (2)	98,000
Assertive (2)	304,000	Manuel F. Roderick (1)	90,000
Atlantic (3)	100,000	Maria Immaculata (9)	141,600
Austin W. (1)	66,000	Marie & Winifred (2)	75,500
Ave Maria (3)	176,000	Marion & Alice (2)	249,000
Avocet (3)	39,000	Mary (12)	146,000
Babe Sears (2)	240,000	Mary A. (4)	129,000
Baby Rose (3)	366,000	Mary & Josephine (1)	200,000
Barbara C. (5)	55,000	Mary Jane (2)	250,000
Beatrice & Rose (2)	9,500	Mary Rose (2)	200,500
Benjamin C. (2)	375,000	Mary W. (2)	119,000
Bernie & Bessie (8)	94,000	Mother Ann (2)	390,000
B. Estelle Burke (1)	61,000	Nancy F. (1)	31,000
Bethulia (9)	119,000	Natale III (1)	63,000
Bonaventure (1)	160,000	Noah A. (7)	79,000
Brighton (1)	120,000	No More (7)	88,000
Carlo & Vince (2)	32,000	North Star (1)	2,500
Carol Ann (2)	285,000	Novelty (7)	98,000
Caroline & Mary (2)	305,000	Nyoda (2)	21,000
Catherine Amiraault (1)	213,000	Olivia Brown (1)	50,000
Cecil W. (1)	50,000	Paul Howard (2)	269,500
Charlotte M. (2)	245,000	Philip & Grace (2)	250,000
Chebeague (5)	92,000	Pilgrim (2)	265,000
Cigar Joe (1)	12,000	P. K. Hunt (1)	90,000
Clipper (2)	250,000	Pollyanna (2)	260,000
Columbia (2)	390,000	Positive (2)	283,000
Conquest (2)	261,000	Powhatan (2)	73,000
Corinthian (2)	400,000	Priscilla (1)	8,000
Curlew (2)	339,500	Providenza (1)	8,000
Dale (4)	24,500	Puritan (3)	275,500
Dartmouth (2)	200,000	Raymonde (2)	210,000
Dolphin (Glou.) (3)	362,000	R. Eugene Ashley (2)	133,000
Doris F. Amoro (3)	186,000	Rita B. (3)	336,500
Eastern Point (7)	258,000	Roma II (4)	21,000
Edith L. Boudreau (2)	151,000	Ronald & Mary Jane (2)	325,000
Emily Brown (2)	345,000	Rosie & Gracie (7)	102,000
Eva II (6)	75,000	Rosie C. (2)	24,000
Evelyn A. (4)	32,000	Rosie II (2)	20,000
Falcon (10)	119,000	Sacred Heart (8)	94,000
Felicia (2)	400,000	St. Anthony (1)	60,000
Florence & Lee (1)	128,000	St. John (8)	103,000
Flow (2)	376,000	St. Nicholas (2)	310,000
Frances R. (9)	242,000	St. Peter (1)	35,000
Frankie & Rose (5)	73,000	St. Peter II (3)	417,000
Gaetano S. (2)	290,000	St. Providenza (16)	137,000
Gertrude E. (6)	61,500	St. Rosalie (2)	37,000
Gloucester (2)	112,000	St. Victoria (2)	182,000
Golden Eagle (2)	268,500	Santa Lucia (7)	111,200
G. N. Soffron (1)	48,500	Sarah J. (2)	101,000
Hazel B. (2)	245,000	Sea Hawk (3)	240,000
Helen M. (1)	80,000	Sea King (1)	40,000
Hilda Garston (2)	256,000	Sea Rambler (1)	75,000
Holy Family (2)	267,000	Sebastiana C. (2)	150,000
Ida & Joseph (2)	89,500	Seraphina N. (1)	6,000
Immaculate Conception (4)	122,000	Seraphina II (6)	111,000
Irma Virginia (6)	97,000	Skilligolee (2)	101,500
Jackson & Arthur (7)	87,500	South Sea (2)	92,000
J. B. Junior (9)	150,000	Sunlight (2)	274,000
Jennie & Julia (2)	55,000	Superior (2)	195,000
Jennie & Lucia (2)	116,000	Sylvester Whalen (2)	340,000
Joe D'Ambrosio (1)	15,000	Thos. J. Carroll (1)	130,000
Johnny Baby (8)	99,000	Tina B. (2)	168,000
Joseph & Lucia (2)	304,000	Trimembral (9)	123,000
Josie II (7)	105,000	We Three (8)	113,000
Julie Ann (2)	350,000	Wild Duck (2)	290,000
Junojaes (2)	332,000	Win Story (6)	106,000

Swordfish Landings (No. of Fish)

Evelyn G. Sears (1) 27

Florida Crawfish

(Continued from page 15)

Once the crawfish crawls up the trap's side and goes after the bait in the center, he is trapped.

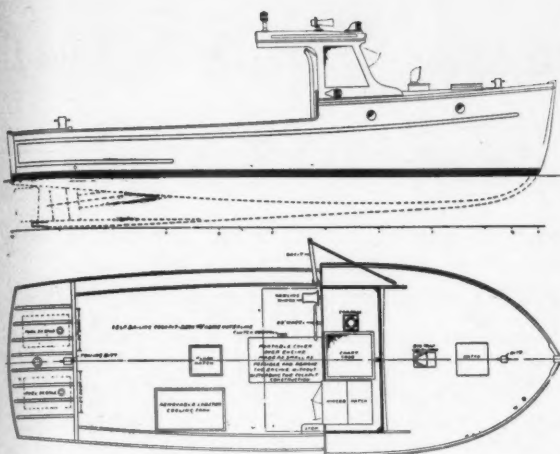
When the crawfish are unloaded in a fish house, they are placed on the large grading and sizing table, and those that are to be shipped on ice to northern cities are packed in barrels.

The others are put into a huge steam pressure-cooker, which holds 1400 lbs., for one steaming, and are cooked at 230° for about 12 minutes. The formerly green crawfish emerge from their hot bath, fire red in color. They are then packed in ice, for either local or northern consumption.

In Florida, the season for crawfish is from July to March. From March to July there is a closed season on them, during which they may only be sold frozen.

Crawfish Population Being Studied

For some years past the Florida crawfish catches amounted to about half a million pounds yearly, taken chiefly on the reefs



Lobster boat plans by Ralph E. Winslow.

A General Utility Boat

The accompanying plans are for a boat suitable for lobstering, sport fishing, party fishing or general utility service. Designed by Ralph E. Winslow, 39 Ridgeway Drive, Quincy, Mass., the boat may be built in sizes from 28'2" to 32'5" in length with a 9'4 1/2" beam and a draft of 2'5" to 2'6", the draft depending on the engine and propeller need. This shallow draft will permit operating in very shoal water.

The cockpit is large, watertight and self bailing, and will easily accommodate a lot of lobstering or fishing gear or 12 to 18 people. A davit is provided for hauling lobster pots and provision is made for an engine-driven hauling winch operated through a clutch. From the steering shelter aft, freeboard has been kept low to ease the lobsterman's work in lifting pots. At the stern it is 2'2" while at the bow it is 4'5".

The power plant may range from 42 to 96 hp., depending on the speed required. The boat will run from 10 to 19 mph. Fuel capacity is 60 gals. of gasoline in two tanks. There is a cabin forward with arrangements for sleeping two persons, a small galley, toilet, and space for a radiotelephone and hanging clothes.

from Miami to Dry Tortugas. In 1947, however, the yield rose to 4,890,900 lbs., all of which was reported from 11 counties of the State.

Last year, on the other hand, there was a decrease of from 25 to 35% in the Florida catch. The reason for this decline was two-fold: (1) weather conditions were not conducive to crawfish fishing, and (2) demand for the lobster didn't measure up to that of 1947.

In addition, there has been an unexplained depletion of the crawfish in Florida. One of the reasons for this may be that the State fishing law regulates only the weight and not the size.

C. W. Griffin, in charge of a wholesale fish house at Riviera Beach, ventures that approximately 100,000 lbs. of the Florida lobsters are brought into Riviera Beach each week of the fishing season. It is estimated that with the average 28c per pound, the crawfish industry was worth to Florida from \$850,000 to \$900,000 during 1948.

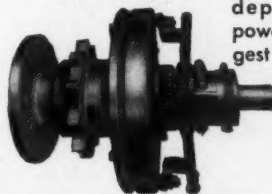
That the crawfish industry in Florida is an important one and holds forth prospect of great expansion, is evidenced by the fact that the specialists of the Marine Laboratory of the University of Miami have for three years been studying and tagging Florida lobsters. The studies are to determine their life history, migratory habits, population trends, rate of growth and other facts necessary to establish the best regulations for the conservation and growth of the crawfish industry of Florida. That it will be able to help the commercial fishermen of Florida with its knowledge of the crawfish may be shown by the fact that the Marine Laboratory recently introduced scientific management to the crawfish industry of British Honduras with a resultant increase in production from 50,000 lbs. a year to 400,000 lbs.

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Kinney Interchange Clutches thrive on the "tug-gin' and haulin'" of fishing service. Day in and day out, you can rely on a Kinney Clutch to work dependably and deliver power aplenty for the biggest catches. Flat discs carry the load . . . rugged construction insures long-lasting service. Capacities to 40 HP per 100 RPM. Write for Bulletin K-9.



Interchange Clutch with Sprocket

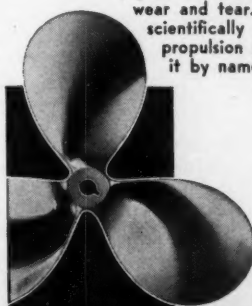
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PROPELLERS

GRAND RAPIDS 3
MICHIGAN



Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Torrance Made Gulf Oil Sales Official



J. Milo Torrance

J. Milo Torrance has been appointed as assistant general manager in charge of marine market sales of Gulf Oil Corp., Pittsburgh, Pa., in which position he will direct the sales of Company products to the shallow draft marine field.

Mr. Torrance graduated from Pennsylvania State College with an A.B. degree in Marketing Economics, and took graduate work at the University of Pittsburgh in Petroleum Refining.

He joined Gulf as a service salesman in 1933, and served as assistant to district managers in several of the Company's sales

districts. For the past year and one-half he has been engaged in merchandising activities in the advertising department.

Chris-Craft Reduction Gear Engine

The Marine Engine Division of Chris-Craft Corp. has announced a 3:1 reduction gear designed for use on their 60 hp., Model "B" engine. This engine with the 3:1 gear will be designated as the Model BR-3.

Wayne Pickell, general sales manager, stated that the Model BR-3 has been developed to meet a demand from commercial fishermen who want smaller motors for greater economy and larger reduction gears for increased efficiency.

New Hathaway Three-Drum Winch

Hathaway Machinery Co., Inc., Fairhaven, Mass., is manufacturing a new type, compact trawl winch, particularly designed for shrimpers, quahaug boats and smaller draggers. It is available with one, two or three drums and is made in two models.

The larger model, No. 10-3DL-49, weighs 1800 lbs., has base size of 22" x 70" and overall dimensions of 38" x 74" x 48". Its capacity per drum is 260 fathoms of 5/16" cable, 180 fm. of 3/8", 130 fm. of 7/16" and 100 fm. of 1/2".

Model No. 10-3DS-49 weighs 900 lbs., has base size of 22" x 48" and overall dimensions of 38" x 52" x 40". Its capacity is 188 fathoms of 5/16" cable, 128 fm. of 3/8" and 92 fm. of 7/16". The dimensions include winch head, drive shaft, brake pedal and control levers, and drum capacity ratings allow for uneven winding.

The drums are driven by #80 chain and sprockets, with ratio of 2 1/4 to 1. The winches employ cast iron friction and have



Model 10-3DL-49 Hathaway 3-drum winch.

foot brakes, hand wheel and screw type lock. There are cams to engage the friction, and the cam locks release in direction of load. The winches can be used to haul wire back over top or under drum.

Paulsen-Webber Handling Tubbs Cordage

Fredrik B. Paulsen, president of Paulsen-Webber Cordage Corp. of New York, and W. I. Atherton, sales manager of Tubbs Cordage Co. of San Francisco, have announced jointly that Paulsen-Webber has been appointed exclusive Eastern sales representative for the 93-year-old California firm's products.

The Tubbs Co., whose mills are located in Seattle, San Francisco and the Philippine Islands, has been identified with the Pacific and Gulf Coast trading areas for many years. Their arrangement with Paulsen-Webber represents their first entry into the Eastern market.

The Tubbs line, as well as other rope brands, is available from stock at Paulsen-Webber's branches in Boston, Philadelphia, Baltimore and Norfolk in addition to the main office at New York.

Sheusner, Enterprise Chief Engineer

The appointment of John H. Sheusner as Chief Engineer was recently announced by Paul I. Birchard, vice-president of Enterprise Engine & Foundry Co. in San Francisco. During his five years with the Company as Chief Design Engineer, Mr. Sheusner has been in charge of all new design developments incorporated in the complete line of Enterprise Diesel Engines.

His new post encompasses the engineering activities of the Oil Burner Division and the Food Process Machinery Division, as well as marine and stationary Diesel engine operations.



J. H. Sheusner

Portable Hydraulic Cutter for Wire Rope

The new Manco "Guillotine" with shear-type cutting blade, made by Manco Mfg. Co., Bradley, Ill., is a portable hydraulic hand tool capable of cutting both wire rope up to 1 1/4" and mild steel rod up to 3/4".

Described in Bulletin G-10, the Guillotine also can be adapted to perform crimping, swedging, and bending operations on large-diameter material. Heavy-duty design features special forgings and high-tensile steel castings, yet the unit weighs only 40 lbs. for easy portability. The Guillotine operates by hand pumping, using the operator's weight, rather than strength, to make the cut. The latest type oil seals, which are used in the new unit, prevent leakage at both maximum pressure and at no pressure.

Two New Caterpillar Booklets

Recent publications by Caterpillar Tractor Co., Peoria 8, Illinois, available on request, include the 12-page booklet entitled "Fishermen by Calling" which illustrates the wide use of Diesel engines in fishing craft. Pictures of several fishing boats and their owners are shown.

The pamphlet also heralds the availability of four new and bigger Marine engines along with specifications. They are the D397, 400 hp.; the D386, 320 hp.; the D375, 270 hp.; and the D364, 215 hp.

The precision manufacturing processes behind Caterpillar Diesel engines, and other equipment are high-lighted in a new 16-

CUT FOULING and CORROSION COSTS

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Reduction of operating efficiency, time lost in dry dock, delays and servicing expenses due to fouling and corrosion probably cost the marine industry more than any other maintenance factors. Don't risk needless losses — get dependable protection —

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Specify AMERCOAT Antifouling based on Battelle Memorial Institute formula, proved superior by Kure Beach tests. AMERCOAT maintains full poisoning effectiveness up to four times as long as conventional coatings.

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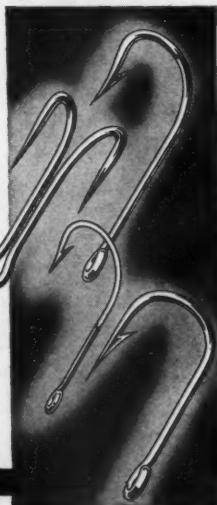
DeWitt Hooks of finest quality, rust resisting steel are made to withstand constant rough usage of commercial fishing.

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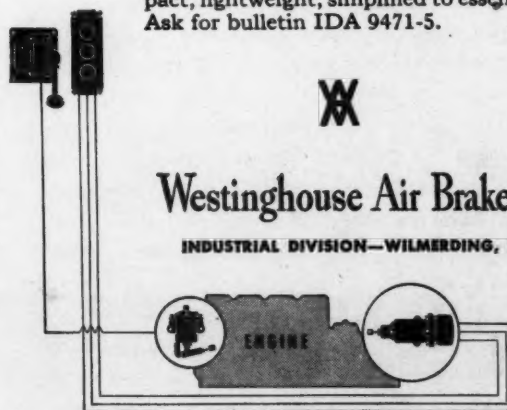
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MODEL AF

**Easier to operate. No ropes to pull.
Lengthens and takes up chain
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Your "Caterpillar"

PARTS PORT!



THERE'S no "lost-time" waiting to get parts for "Caterpillar" Diesel Engines! To keep your "Cat" Diesel power constantly on the job H. O. Penn Machinery Co. maintains a large port of parts... genuine "Caterpillar" factory-made parts for any replacement or repair. When your "Cat" Diesel needs attention your call will put the right parts on your dock in double quick time. This is one of the many advantages of owning a "Caterpillar" Diesel Engine.

Call H. O. Penn Machinery Co. for information on other advantages of the "Cat" Diesel or if you need "Caterpillar" parts in a hurry!



NEW YORK, N. Y.

Newington, Conn.

Mineola, L. I.

Poughkeepsie, N. Y.

page booklet called "Behind the Scenes with Big Yellow Machines."

Photographs taken in the factory cover research activities designed to test and improve Caterpillar products. An illustration of a typical test in the Cold Room where a temperature of 65 degrees below zero can be maintained, plus others showing various laboratory tests, precision inspection methods, foundry casting, welding, machining and heat treatment are shown.

Two full pages are devoted to a description of the manufacturing of "Caterpillar" fuel injection equipment used on all engines in the Company's line.

Wolf Heads Twin Disc Engineering

Appointment of Lloyd Wolf as Chief Engineer in charge of the Twin Disc Clutch Company's Engineering Department at Racine, Wis., has been announced by N. F. Adamson, vice president.

Mr. Wolf joined Twin Disc in July, 1947, as Chief Development Engineer. He received his academic training at the University of Michigan and Wayne University, Detroit.

During the war, Mr. Wolf was Chief Engineer of Army Ground Forces, Board No. 2, at Fort Knox, Kentucky, where he was primarily concerned with the development of hydraulic power transmissions for the Army's heavy tank program. Previously, he was associated with Gemek Manufacturing Co., Mechanical Handling Systems, Continental Motors and General Motors Corp. in engineering capacities.



Lloyd Wolf

New Bulletin on Wire Rope Sockets

A new technical bulletin on wire rope sockets has been issued by the Wire Rope Institute, Shoreham Building, Washington 5, D. C. and is available without charge on request.

The bulletin is an industry standard, compiled by the wire rope industry's engineers. It contains information on open and closed wire rope sockets of standard drop forged type for rope diameters from 1/4" up.

Small Bendix Recorder in Production



DR-9 Bendix recorder.

Pacific Division, Bendix Aviation Corp., 11600 Sherman Way, North Hollywood, Calif., has announced production on their new DR-9 Depth Recorder. This new 0-200 foot Ultrasonic recorder has been especially developed for shoal water fishing and incorporates all Bendix features.

Like other Bendix Recorders, the new DR-9 permanently records undercraft conditions on a horizontal chart. Because of the high rate of sounding (177/min.), great detail is recorded in the bottom contour.

The recorder weighs only 40 pounds and is completely self contained. It is easily installed in any convenient location. A cable, complete with plug-type connectors, is supplied for connecting the recorder to the single transducer which may be mounted inboard or on the keel. It is available for 12V, 24V and 32V D.C.

Texas Shrimpers at Work Following Agreement

All shrimp boats on the Texas Gulf coast are back at work after a final agreement was reached between the Texas Fishermen's Association and seafood dealers concerning red shrimp prices. Current prices being paid boatmen are 26 cents (15-20 count), 22 cents (21-25 count), 19 cents (26-35 count), 13 cents (36-45 count), and 10 cents (over 45 count).

Bay shrimping, which has been only fair since the opening of the Fall season September 1, has supplied the bulk of the catch on the upper and west coast. The tropical disturbance in the Gulf of Mexico, which placed this coast on a hurricane alert the latter part of the month, made it impossible for boats to go as far offshore as necessary to find the red "Brazilian" shrimp. At the end of September, Gulf shrimping still was not normal.

At Corpus Christi, however, none of the shrimp boats were known to have ceased operations because of the disagreement.

Use of Brown Shrimp Means Night Shrimping

Shrimpers now work a night shift to catch brown shrimp, which is caught only at night between the period of moonrise and dawn. As the moon grows in size, the number of shrimp caught also grows. At full moon it is at its best. The volume of the catch falls off as the moon wanes.

Housewives for years refused to buy the brown shrimp, for it was thought to be a "spoiled" white. However, through the efforts of John Nelson of the Aransas Pass Cooperative, samples of the brown shrimp were given out at various market points, and the brown shrimp were proved to be on an even basis with the white insofar as taste was concerned.

New Fishery Laws

New commercial fishery laws recently put into effect in the State of Texas include H.B. 318, which makes it lawful to trawl for and take shrimp at any time, day or night, from those portions of the Gulf of Mexico 13 fathoms or more in depth lying within the following boundaries: a line extending from the mouth of the Colorado River due southeast a distance of 25 miles into the Gulf of Mexico and a line extending from the mouth of the Rio Grande River at the International boundary between the United States and the Republic of Mexico 25 miles out from shore in the Gulf of Mexico. This law does not apply to inland bays and waters.

Under provisions of H.B. 38, it is now permissible to form corporations for the purpose of buying, selling, producing, storing, transporting, or processing fish, oysters, shrimp and other aquatic products.

Injunction Against Shrimp Fishermen

The State of Texas won a victory September 23 when Dist. Judge J. Harris Gardner of Austin issued a temporary injunction restraining 21 Louisiana shrimp fishermen and one Texan from operating in Texas waters. The injunction was ordered at the conclusion of a four-day hearing, taken up mostly by testimony from witnesses for the State. The 22 shrimpers, who have 19 fishing boats, were those whom the Attorney General's department was able to serve processes upon.

The suit was brought against 49 shrimpers. A temporary restraining order, issued previously, will continue in force against the remainder of the defendants.

The State brought the suit against the fishermen for alleged failure to pay license fees to the Texas Game, Fish and Oyster Commission.

Boat to Be Salvaged

The *Pattie Ann*, a shrimper which burned and sank off Port O'Connor on September 13, is being salvaged. Olie Paris, skipper on the boat, received serious burns.

Brownsville Gets Shrimp Heading Plant

A new shrimp heading plant at Port Brownsville, owned by Brownsville Fisheries, Ltd., shows further expansion of the City's new million-pound-a-month industry.

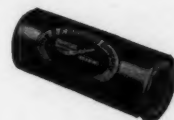
E. E. Schofield, general manager of the new plant, said it would create about 70 or 80 jobs and will offer fueling, washing and icing service to shrimpers. It is expected to process a maximum of 100,000 lbs. a day, handling 2 shrimpers at once.

B. F. GOODRICH CUTLESS RUBBER BEARINGS

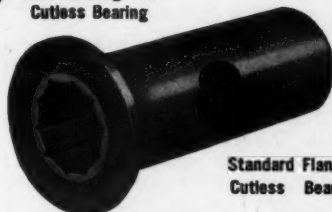
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Pflueger's sharp pointed, hand-forged spring steel hooks have strength and toughness to hold fish until safely landed. Pflueger Sobey Hooks resist bending and save money in long service. Ask your supplier.

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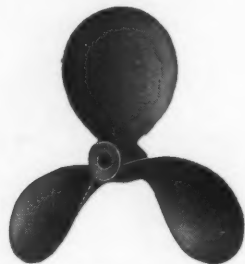
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New Jersey Party Boats Have Excellent Season

This season has been one of the greatest all-around fishing seasons which the Jersey coast has ever enjoyed. Starting early last Spring the little flatties made a good showing in the bays and inlets. They were followed by an early and extra heavy run of Boston mackerel. The rest followed in such close succession that it is hard to tell which came first. All at once there appeared fluke, porgies, sea bass, dolphin, striped bass, white marlin, bluefish, albacore, bonito and also many strangers to these waters.

The fluke run was one of the best in years. Starting in the Sandy Hook area tons and tons of fluke were boated. As time went on, larger members of the tribe moved in, with 10 and 15 pounders being caught. Sea porgies were never more plentiful.

Stripers started in with a bang, and hundreds of them were caught all along the coast. During mid-Summer there was a temporary lull, and in September the green-heads made a comeback.

When mullet shows up for their southern migration striped bass follow them like a pack of hungry wolves. When one of the greatest hatches of mullet of all time appeared on the Jersey coast they were followed by acres and acres of greenheads. The run continued unabated for about two weeks. Gradually the run of bait began to peter out and with them the bulk of the first migration of bass.

Large Striped Bass Caught

Capt. Ad Howland, of Rumson, and Capt. Jack McCarthy, of Johnny's Landing, the first of Sept. docked with 21 big striped bass with a top weight of 34 lbs. and a total of over 400 lbs. Capt. Jack Smith of the *Black Hawk*, Highlands, set a mark to shoot at when his party boated nine big stripers weighing from 15 to 28 lbs. Out of the same port, Capt. Jack McCarthy of *My Margie* returned with three green-heads weighing 20, 22 and

Edwin Flint Metcalf

Edwin Flint Metcalf, former board chairman of the Columbian Rope Company of Auburn, New York, died September 30. Born at Springfield, Mass. in 1876, Mr. Metcalf moved to Auburn at the age of 12 when his father accepted the position of general manager of the former D. M. Osborne Works, now the International Harvester Company.

Upon graduation from Harvard University, Mr. Metcalf entered the employment of the now non-existent Columbian Cordage Company which at that time manufactured binder twine for the Osborne farm machines. He was associated with the cordage company for several years, serving in the capacities of director and assistant treasurer until its sale to the International Harvester Company in 1903.

When in 1903, his father, the late Col. Edwin D. Metcalf, founded the Columbian Rope Company with the aid of several of the city's leading citizens, Mr. Metcalf became general manager of the new plant. In 1916, he was elected president succeeding his father upon the death of the latter.

The Company grew from its small beginning of one initial structure, until in the later stages of World War II, the organization included six mills and employed 2,500 men and women.

Mr. Metcalf completed 50 years of service with the Company on October 4, 1947 and together with other employees of long service, received special recognition the following Spring.



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25 lbs., and Capt. John Bisso aboard his *Baby Four of Us* tied into five with a 28 pounder at the top.

White marlin and dolphin were more plentiful than in years. Not since the famous year 1936 has there been anything to compare with this year's bluefish run.

Cape May County party boat operators continued to make daily runs during the month of September. Excellent catches were recorded. Rare species continued to hold the spotlight with rabbit, guitar and pompano fish being caught.

To Dredge Barnegat Inlet

The U. S. Corps of Engineers were to receive bids for the dredging of the main waterway channel in Barnegat Inlet, Sept. 22, according to Freeholder Director A. Paul King, who said that a sum of \$238,000 had been made available for the work.

The improvement of the main channel in Barnegat Inlet will provide a main, clean-cut channel for the safety of boat owners and the encouragement of its use by larger party and commercial fishing operators.

"C. W. Hand" Rebuilt at Leesburg

The 65' oyster dredger *C. W. Hand*, owned by Newcomb & Hand of Dover, Del., has had her hull rebuilt by Delaware Bay Shipbuilding Co., Leesburg, N. J. New stern, planking and decking were installed. The boat is equipped with a 135 hp. Buda Diesel and Model A double-drum Delaware Bay hoist, and is commanded by Capt. Harry Haggerty.

Provincetown Has Large Scallop Fleet

While many Provincetown draggers still are engaged in searching for whiting, a large number of small boats have either converted or become rigged for sea scalloping, with a fleet numbering more than 30 operating out of this port, bringing in thousands of bushels daily. Most of the scallopers work a particular area, several miles northeast of Race Point, and bring their catches to Provincetown wharves, where the scallops, nearly all in the shell, are trucked to market. Few shucked scallops leave the port, although Seafood Packers was to begin a shucking plant at Town Wharf and hoped to employ many women and men in up-to-date shucking rooms.

Because of the small size and the number of seed, Provincetown's bay scallop industry hasn't materialized this year, and Selectmen closed the area, hoping to give the seed a chance to grow for next year's season.

Tuna has failed to meet expectations this year, with nowhere near the huge runs of the 1948 season. Tuna have been mostly of the small type, and then only a few.

Several draggers from Provincetown hit haddock runs lately, some coming in with catches in excess of 10,000 lbs., and prices ranged from 10c a pound on the wharf, downward. The boats which brought these fish in stocked unusually well.

To Form Oyster Planters' Cooperative

Some Wellfleet fishermen, under the guidance of Earl Rich, intend to establish an oyster planters' cooperative, the purpose of which is to revive oyster planting and oyster merchandising on Cape Cod.

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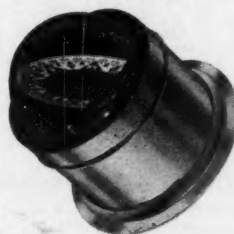
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New Brunswick Report

By C. A. Dixon

During the waning days of September, there was a change in the sardine situation. Catches were being made in the St. Andrews Bay region which includes the Perry, Me., shore, from which large hauls were reported. This change closely followed the almost phenomenal strike of sardines which occurred along the eastern side of Deer Island earlier in September, several weirs in the Leonardville-Chocolate Cove area having each caught some hundreds of hogheads of sardines. The run was unprecedented. Both weirmen and scalers made a lot of money in a short time, catches of fish having ranged from ten to more than 100 hogheads to each weir for nearly two weeks. Prices received for the sardines remained steady at \$20 a hoghead, although \$25 was paid on one or two occasions.

Herring scale prices soared to \$1 a pound or thereabouts one week when competition became keen. Later the price dropped to the original 20 cents a pound and since then it has fluctuated somewhat according to the quantity produced by the fishermen. At one time the money received for scales obtained from a hoghead of sardines, came to twice as much as the price paid for the fish themselves. The quantity is said to have been 40 pounds of scales to each hoghead. Even at the usual rate of 20 cents a pound the scale business is a profitable side line for the fishermen. More weirmen are salvaging the scales for their own benefit, and this has resulted in eliminating a number of fishermen who heretofore have depended upon scaling. But no blame can be attached to the weirmen when it is known that they can add thousands of dollars to their net income by gathering the scales from the fish they catch, themselves. For example, when scales were close to \$1 a pound a 100-hoghead catch of sardines had \$4,000 worth of scales to be garnered.

More Pollock Being Caught

After an absence of some years squid have again made their appearance in Quoddy waters, and line fishermen at Campobello and elsewhere are using them for pollock bait. As October commences more pollock are being caught. It is the best month in the Fall for pollock fishing, and the fish are of excellent quality. The pollock fleet is small compared to what it was several decades ago, but the fast motorboats of today make fishing more efficient, especially when drifting, so rapidly can they stem the tide back to position on the drifts. More drifts can be made in any given hour and therefore more fish can be caught in the time devoted to fishing. It is expected that slack-salted pollock will be in better demand this year. The Fall pollock are very heavy and these thick fish will make a fine grade of slack-salted fish.

Right now, the heretofore totally ignored harbor pollock, or "young pollock" as they are generally called, are being turned to profitable account by Campobello fishermen. They have been busy seining up the young pollock and selling them for cat and dog food manufacture in Lubec, Me.

Plenty of Bait

The sardines caught during the last week in September were quite feedy, but fishermen found a ready sale for the fish without having to impound them for some days in order to make them fit for packing. The demand came chiefly from the Nova Scotia baiter at Wilson's Beach. When the big vessel came to Campobello she wanted 3,000 barrels of sardines. The baiter had so many fish alongside one day that it could handle no more. The uncertainty regarding delivery of sardines for bait was removed, and lobster fishermen in Nova Scotia can rest assured that, they will have bait delivered to them in time for Fall lobster fishing.

Mackerel in Vinegar

One of the latest developments at Fairhaven is the packing of mackerel in vinegar in oval cans, and the product seems to be taking well with those who have sampled it. This would furnish a market for the mackerel which have inhabited Quoddy waters for some years past, but which have been considered more or less of a nuisance by weir fishermen.

Vineyard Bailings

By J. C. Allen

The Fall is on, and barring the normal interference with nature by the activities of man, it looks like a good season. A much better one than the Summer has been, on half a dozen counts at least.

In spite of gales of wind and one wild-eyed warning of a hurricane, which sent all hands scattering for shelter and ruined a whole week, the doings for the first month following Summer, have been all right.

Druggers have taken more yellowtails, and by that is meant clean fish, than we have seen landed in some time. This could be just a flurry, but somehow it doesn't act that way. It could also be that the vessels have thinned out some in these bearings, but again, it doesn't seem as if there were any large gaps in the ranks.

The good swordfish season, which was the highlight of Summer in these bearings, carried on over into the Fall up to date, anyhow, with more than the normal number of these fish being taken by vessels on both inshore and offshore bearings. Curiously, perhaps, the native sword has not moved as readily since the first of September, the excuse being a plentitude of frozen imported sword.

Traps did very little in September, and indeed some of the gear was hauled out around the first of the month. Such gear as remained in, was hard hit for the most part, due, so all hands claimed, to the great number of boo-hoos, or bo-bos that have infested these latitudes. Always due to pop up during the season, they have hung on more consistently than usual. It might not be so tough if the darned things were worth a fair price, but they don't seem to be popular as a food fish.

On those rare occasions when the boo-hoos have disappeared for a few hours, the butters have swarmed in, schools of the largest bluefish seen in years have appeared, and some pompano and blue dolphin, the latter being quite plentiful.

The hookers of diminutive size have shoved off during the past month after the blackfish, as some people call the tautaug. From all appearances there are more of these fish in local waters than have been seen in years, and everything looks promising for another season. By which we mean that there are millions of tiny fish, but plenty of marketable size. The tautaug is a curious fish and affects the market in a peculiar way, but it is worth more than the normal price, as we whangle out this log.

Eelers have started potting on schedule and with better than fair results. Eel prices are good at this time, providing the eels are better than shoe-string size. The run here, for the opening of the season, has averaged close to a pound and a half apiece, with plenty of larger ones. If this holds up till the first freeze, it should be a banner eel season.

Off-shore doings have not varied at all from the normal. In fact they seldom do. There is no comment to be made on this branch of the industry unless it is to point out that the overall catch continues to drop, both in quantity and value. Of course, if you figure in all the shack-fish taken for fish meal and the like, you can step up the total poundage, but this, we figure, is not a fair shake.

Right now, our local population are interested in the striped bass. Schools containing many thousands of these fish have hung around the Island for months. They have laid in the pools among the rocks, refusing to eat and losing weight day by day. Fish weighing up to forty-odd pounds have been taken, which, if fat, would have gone twenty pounds heavier easily.

But it's agin' the law to take these fish with nets in Massachusetts, and so, the provision of nature for compensating for the scarcity of cod and haddock, goes begging for the most part. Certainly nobody wants to get caught netting fish, with a penalty equal to that for manslaughter hanging over his head.

Just the same, there would be a good dollar in it for anyone with the savvy, if they could be seined in this State as they are in Virginia and Delaware, and for our money, such commercial fishing would do no more harm here than it does there, which is none, despite what some sport-writers have to say.



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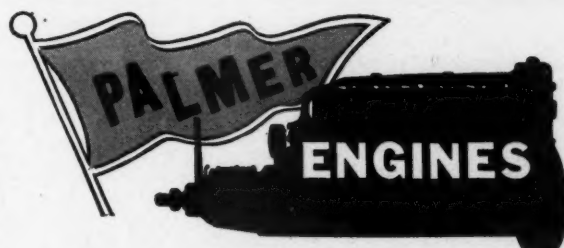
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Sounding-Lead

(Continued from page 9)

ance of this new oil fired trawler, *Prince Charles*, is the same as the most recently-built English trawlers, the innovations in design having been made internally.

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MENHADEN

PRODUCTION—So far menhaden fishing for the entire season has been considerably off as compared with last year. In some areas off Delaware the catch has dropped as much as 50% and off the Chesapeake Bay as much as 35%. The poor weather during September has been the main factor responsible for the cut in catch. There have been, however, unusually heavy runs of menhaden this year off the New England coast with fairly good landings reported off Portland, Me., Gloucester and Boston, Mass.

The price for fish meal continues to hold firm off the Atlantic and Gulf points at \$180 per ton, although some producers are asking a straight \$3.00 per unit for their products which are running considerably better than the usual 60 percent.

Very little oil has been produced in the menhaden industry this year as the fish oiled badly.

FILLET

IMPORTS—Imports of cod, haddock, hake, pollock, cusk, and rosefish (ocean perch) fillets during August amounted to 3,448,000 lbs. This was 43% less than the imports for the previous month, and 35% less than those for August, 1948. With the exception of 150,400 lbs. which came from Iceland, the entire August imports were from Canada.

Total imports of these fillets during the first eight months of 1949 amounted to 32,748,000 lbs., compared with 37,245,000 lbs. received during the same period in 1948.

PACKAGED FISH—

The production of fresh and frozen packaged fish in continental United States during 1948 totalled 193,498,000 lbs., valued at \$48,819,000 to the processor. These data do not include the production of pan-dressed fish, which in 1947 amounted to 24,906,000 lbs., valued at \$2,146,000. When compared with similar data for 1947 (excluding pan-dressed fish), the 1948 production increased 21% in volume and 15% in value. The most important species in both quantity and value, were rosefish and haddock. Fillets accounted for 95% of the total; steaks, 3%; and split butterfly, 2%.

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FALL BARGAINS

Write us as to your requirements. We have many unusual buys in draggers from 35' to 125', sardine smacks, fish and commercial boats of all types and sizes, also Diesel and gasoline engines. Here are samples: 120 hp. Model F Fairbanks-Morse, 4 cyl. 8 $\frac{3}{4}$ x 10 $\frac{1}{2}$, new 1945, rebuilt 1949, fine condition, price for quick sale \$1,200 cash, f.o.b. Maine port. 72' x 16' x 9' dragger, built in Maine 1943, double planked, 50 gross tons, ices over 80,000 lbs. of fish, heavy construction, very able, 171 hp. Buda Diesel, 3:1 red. gear, new Fall 1948, full equipment, now in commission. Price very reasonable. Particulars on request. Knox Marine Exchange, Camden, Me.

SPECIAL BARGAIN—DON'T MISS IT

Deep-sea dragger, Item KMEH. Now in commission, 77' O.A., 72.2' B.P., 19.6' beam, 10.2' depth, 12' draft, 85 gross tons, 56 net. Built in Maine 1944, ices 110,000 lbs., 180 hp. Model VDMB Superior, fuel 3,000 gals., water 650 gals. Full up-to-date navigational equipment, all in first class condition. Rigged both sides, one of the best draggers on the Maine coast. Want offer. Wire or telephone if interested. Knox Marine Exchange, Camden, Me.

DRAGGER FOR SALE

Dragger *Doris H*, 52' long, 16' beam, 5 $\frac{1}{2}$ ' draft. Gray Diesel 671, 200 hp., 3:1 reduction. 1100 gallons fuel, Hathaway winch, newly painted. One year old. \$18,000. Lawrence Hofmann, 85 Maryland Ave., Freeport, N. Y.

BOATS FOR SALE

One 86' new steel menhaden boat, one 69' steel trawler, one 45' steel trawler, all Diesel propulsion. Arnold V. Walker Shipyard, P. O. Box 352, Pascagoula, Miss. Phone 1190.

FIRST CLASS FISHING BOATS

32' x 10'4" x 3'2" Maine built (1946) general fishing boat. Chrysler Crown, cabin, shelter house, jigger mast. \$3,000.

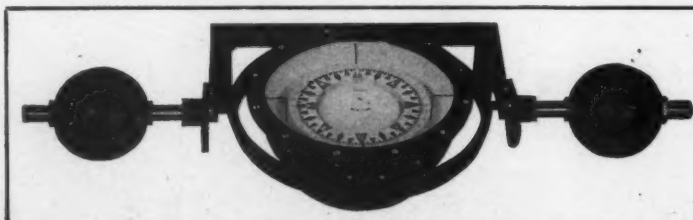
47' x 12.6' x 6' Eastern type dragger, built 1940 in Gloucester. All oak construction, comfortable forecabin for 4. Hold, 22,000 lbs. iced fish. 110 hp. Gray Diesel, 4 $\frac{1}{2}$:1 reduction, just completely rebuilt. Fuel 450 gallons. Radiotelephone, direction finder, 4 new nets. A good solid boat ready for continuous operation. \$12,000.

67' x 17' x 9' Eastern type ketch rig dragger, built Maine 1926. Completely overhauled and rebuilt 1948 at great cost. Sawn oak frames, 2 $\frac{1}{2}$ " hard pine planking. Owner guarantees vessel to be equivalent to new. Heavy duty Wolverine Diesel, 100 hp.; Lister auxiliary and up-to-date electronic gear, including Loran. Complete fishing gear mostly new. Capacity 70,000 lbs. iced fish. Inspection and careful survey invited. Asking price \$25,000.

Details and photos on request. Edwin B. Athearn, Marine Broker Commercial and Pleasure Craft, Woods Hole, Mass. Tel. Falmouth 1715.

DRAGGER "LINDY" FOR SALE

Dragger *Lindy*, 50' x 15' x 6', D13000 Caterpillar, ship-to-shore radio, 25-watt, 2 sets doors, 6 nets, 2 sets dredges, dory, pilothouse aft. Now scalloping. Price—\$17,000. George D. Olson, E. Washington St., Toms River, N. J.



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Dragger *Mary A. Edwards*, length o.a. 110', breadth 14'9", power 150 hp., 6-cylinder Fairbanks-Morse Diesel engine. Overhauled and in good condition. Best fitted for dragging. Price \$25,000.00. Will accept any reasonable offer. For further information contact H. W. Sweet Shipyard & Machine Works, Inc., Greenport, L. I., N. Y. Telephone Greenport, N. Y. 91.

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Closing out at less than dealer's cost two new Model 6F Sheppard marine Diesels, 31 hp @ 1400 rpm., one new 2:1 reverse gear, one new 3:1 reverse gear and one new front power take-off. Write, wire or phone The Nicoll-Talcott Corp., Hartford, Conn. Tel.: 7-2136.

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Fairbanks-Morse Marine Diesel, 6 cylinder, 180 hp., Model 35 F 8-3/4, 4 years old, Kinney clutches fore and aft, extras, \$2500.00 F.O.B. Greenport, L. I. Write Philip Reinhardt, Southold, L. I., N. Y.

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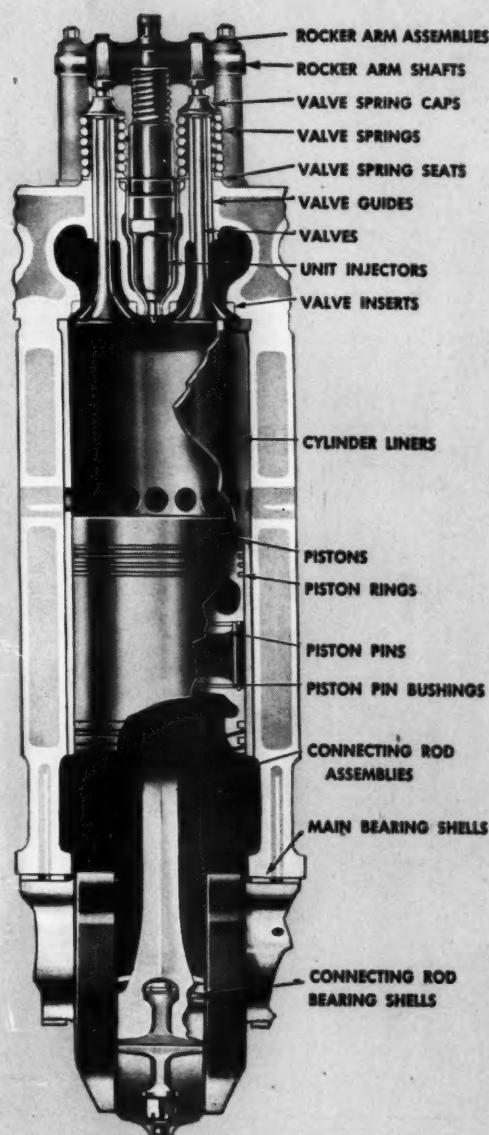
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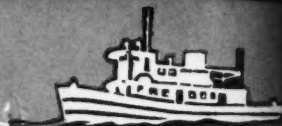
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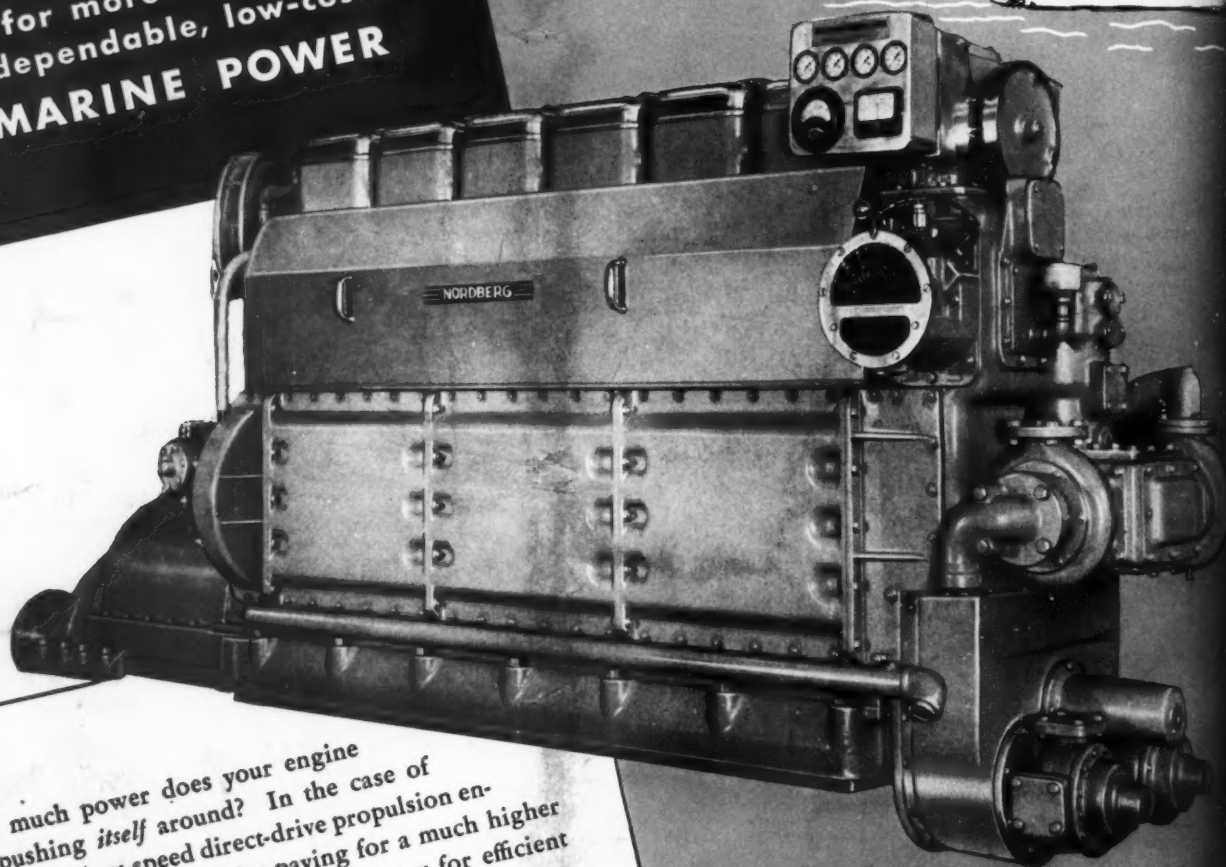
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